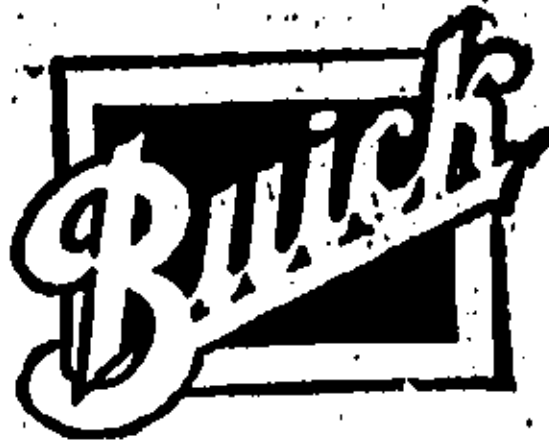




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TO GO BACK.

REMNANTS OF NORTHERN ARMY.

FENG'S SERVICE.

Shansi and Nanking Leaders Join In.

A THREAT TO KIANGSI PROVINCE.

Further signs are forthcoming that the respective military groups in the Nationalist Party are doing all they can to continue the semblance of co-operation.

After an interval of several weeks of anxiety, it appears that the remnants of the Northern Army (in that they constitute a thorn in the side of the "Christian General") are to be got out of the way by being withdrawn into Manchuria.

No far away from the encampment of the Northern rabble, a notable memorial service has been held at which General Yen Hsi-shan, who fought the "Christian General" two years ago, took part in offering condolence to those killed in that previous campaign.

From the capital of Kiangsi province in Central China comes, however, the disquieting news that the former 6th Nationalist Army, allegedly Communist, may threaten to over-run the territory.

GUISE OF UNITY.

Peking, To-day.

An important memorial service has been held at Nankow Pass, the defence of which by the "Christian General's" Kuominchun two years ago against the armies of Manchuria, ex-Marshall Wu Pei-fu and General Yen Hsi-shan of Shansi, has not been forgotten.

The service was in memory of those in the Kuominchun who fell during the defence.

Feng Yu-hsiang (the "Christian General"), as commander-in-chief of the Kuominchun, conducted most of the ceremony.

He was assisted by Marshal Chiang Kai-shek of Nanking, General Li Tsung-jen of Kwangsi and representatives of various armies, numbering 5,000, took part.

It is noteworthy that although General Yen Hsi-shan of Shansi then fought against the "Christian General's" Kuominchun, Yen Hsi-shan sent representatives to join in the ceremony.

The Generals have returned from Nankow Pass to the Western Hills.—Reuter.

THE "RED" ARMY.

Nanchang Merchants Try to Buy It Off.

Kiukiang, Yesterday.

It is now reliably reported that the 6th Army which revolted against the Kwangsi Nationalist Generals in Hunan and then marched into Kiangsi province is now 50 miles south of Nanchang, the provincial capital.

The Chamber of Commerce at Nanchang is sending money to this allegedly Red army (which was in Nanking during the horrors of March, 1927) as a peace offering to the troops to keep away.—British Naval Wireless.

OVER THE WALL?

Northern Remnants Marching Out.

Peking, Yesterday.

Large numbers of the 20,000 or 30,000 Northern troops who, after being defeated, quartered in the Kailan Mining Administration zone, are now moving north-eastward in the Kaiping-Chinwangtao area.

It is reported that these Northern remnants are to go north of (i.e., outside) the Great Wall, and be under the orders of General Chang Hsueh-liang of Manchuria.—British Naval Wireless.

[Note: The Northern remnants were formerly under the Manchurian warlord, the late Chang Tso-lin, who has been succeeded by his son, Chang Hsueh-liang. When the Manchurians gave up Peking, they left the Northern rabble in the lurch.]

THE OSCAR SLATER APPEAL.

BEFORE 5 JUDGES.

FURTHER EVIDENCE AS TO SLATER'S IDENTIFICATION.

U.S. MARSHAL'S TESTIMONY.

London, Yesterday.

The Slater appeal was heard before five Judges of the Scottish Criminal Court of Appeal in Edinburgh.

Slater was present. His counsel called three witnesses, namely, the widow of the Glasgow Doctor Adams, who was the first who saw Mrs. Gilchrist's body after the murder but was not called at the trial, Mr. Roughhead, an Edinburgh lawyer, who edited a book on the trial and Mr. Pinckley, assistant United States Marshal in New York.

Pinckley testified that Slater was identified in January 1909 prior to his extradition. He said that when he and Slater were going to Court they passed a group of people in the corridor, namely, Mr. Fox, the attorney for the British authorities, Helen Lambie, another woman, and two policemen. Witness heard Fox say: "That is the man."

Appellant's counsel said that Helen Lambie declined to attend the appeal and there was no machinery to compel her attendance. He invited the Court to pronounce appellant's trial a miscarriage of justice.—Reuter.

MRS. PACE'S TRIAL.

THE QUESTION OF COMPENSATION RAISED.

ATTORNEY-GENERAL OPPOSES

London, Yesterday.

During the House of Commons questions the Attorney-General said that it was not desirable in the interests of justice generally to entertain any proposal for compensation to Mrs. Pace, who has been acquitted after a careful and fair trial. The questions as to the holding of a public enquiry into the position of the Coroner's and the providing of legal assistance of accused persons would receive due consideration.—Reuter.

THIRD FLOTILLA.

TO STAY IN MEDITERRANEAN.

Malta, Yesterday.

The third Destroyer "Flotilla," after an absence of two years in China, has been ordered back to the Mediterranean and will arrive here on August 8.

It is understood that the "Flotilla" will not return home to recommission until the "Fourth Flotilla," which is on the way home to reit, can recommission and return to the Mediterranean.—Reuter.

RAILWAY MAGNATE.

MR. HOWARD ELLIOTT PASSES AWAY.

Dennis, Yesterday.

The death is announced of Mr. Howard Elliott, Chairman of the Board of the Northern Pacific Railway Company and Director of many Railway and other concerns. He was an ex-President of the Harvard Alumni Association.—Reuter's American Service.

CUBA'S SUGAR.

"VIRTUAL CURTAILMENT."

Havana, Yesterday.

President Machado does not intend to restrict the forthcoming sugar crop but will not allow the grinding season to start before January. This is regarded as virtual curtailment.

Jamaican Immigrants' Plight.

Kingston, Jamaica, Later. The Protector of Jamaican immigrants in Cuba is discussing with the Acting-Governor of Labour the situation, owing to 50,000 Jamaicans in Cuba being unemployed and many of them starving.—Reuter's American Service.

BANK MAN OBTAINS DIVORCE.

£2,000 DAMAGES.

PROVIDE FUND FOR CHILDREN'S MAINTENANCE.

MET AT FELIXSTOWE FAIR.

London, Yesterday.

Agreed damages of £2,000 were awarded to George Stanley Hankinson, assistant, Hong Kong and Shanghai Bank, Harbin, who was granted a decree nisi in the Divorce Court against his wife Enid, now living at Lenington, on the ground of adultery with Francis Brodie Lodge, to whom she was introduced at Felixstowe Fair.

The Judge approved of the damages on the ground that it provided a fund for the maintenance of the two children.—Reuter.

CAPT. LOEWENSTEIN.

LEGAL PROCEEDINGS BY WIDOW IN BRUSSELS.

ACCIDENT THEORIES.

Brussels, Yesterday.

At the instance of Madame Loewenstein, the First Civil Court has appointed Count Roger Vanderstraten Ponthoz as executor of the estate of Captain Loewenstein. Madame Loewenstein also applied for leave to presume the death of her husband.

The magistrate is examining the case, and the evidence of the British witnesses on the aeroplane was taken this morning.—Reuter.

FAIR TO SHOWERY.

S. E. or variable winds, moderate, fair, to showery is the forecast until noon to-morrow.

Pressure is high to the south of Tokyo and low over China. There are indications of a typhoon about 700 miles east of Manila, moving W.N.W.

Plane Examined.

London, Yesterday.

Major Cooper Chief Inspector of the Accidents Investigation Subcommittee of the Air Ministry today conducted a private examination of the Polker monoplane from which Captain Loewenstein is believed to have fallen while crossing the English Channel last Wednesday. The door leading from the cabin and its fastenings were carefully tested. It is understood that on the return from Brussels of Loewenstein's pilot, Captain Drew, the theories were advanced for Loewenstein's disappearance will be tested during the flight of the machine. Opinion is divided as to whether, in view of the rush of air along the fuselage, it would be possible to open the door of the cabin during a flight.—British Wireless Service.

Relative's Opinion.

Brussels, Yesterday.

M. Loewenstein's brother-in-law, M. Convert, who is a lawyer, in a statement says he is convinced that Loewenstein is really dead. Convert quoted the magistrate De La Ruyere, who is conducting the enquiry, who suggested that two hypotheses were possible, namely, accident or crime.—Reuter.

DUTCH LINER.

REPORTED SERIOUS SICKNESS ON BOARD.

Amsterdam, Yesterday.

Serious sickness, with eight deaths, is reported aboard the Rotterdam Lloyd steamer "Insulinde," due at Suez to-day from Batavia for Rotterdam.—Reuter.

FLOATING DOCK.

FIRST SECTION PASSES GILBRALTAR.

Gibraltar, Yesterday.

The first section of the floating dock for the Singapore Base has passed here en route to the East.—Reuter.

TO-DAY'S DOLLAR.

The clearing rate of the dollar on demand, to-day was 2/0 9/16.

MARKSMEN FROM CHINA.

AT BISLEY.

TREATY PORT TEAM COMES SECOND.

NAMES AND SCORES.

Bisley, Yesterday.

Nigeria won the "Morning Post" junior Imperial Kolapore challenge cup with a score of 524. Out of ten teams the British treaty ports of China was second, 523; Federated Malay States eighth, 503; Straits Settlements eighth, 492 and Johore ninth, 479.

The conditions were: Four competitors, 10 shots at 300, 500 and 600 yards.

China scores were:—Gunner Lancaster 138, Corporal Glover 135, Corporal Grimes 127, Sergeant Terrill 123.

Bishop Ferrisun Davies 128, competed for Singapore.

The Prime Minister of Johore, Dato Abdullah, captained the Johore team.—Reuter.

FATAL COLLISION.

INQUIRY INTO A COOLIE'S DEATH.

Mr. R. E. Lindsay, sitting as Coroner, and a jury resumed the inquiry this morning into the death of a truck coolie, who died in the Government Civil Hospital as the result of public motor car No. 427 colliding with the truck near the Jockey Club's stables, Causeway Bay, early on the morning of June 22 last.

The driver of the motor car gave evidence. He said that his car was an Oldsmobile with a right hand drive. He had driven the car four or five times only before the accident, but he had held a driver's licence for four years.

At a little after 1 a.m., on June 22, his car was hired by a party of five Chinese in Queen's-road West for a trip round the island. The weather was fine when they started on the trip, but rain began to fall soon after they passed the Repulse Bay Hotel, and it continued to rain until the car reached Causeway Bay on the way back to West Point.

The lamps on the witness' car were full on, but they might have been dimmed somewhat by the rain water on the glass. The lamps were of 21-candle powers each. As the trip was a pleasure one and the witness was being paid \$3.50 per hour, he was in no particular hurry, and travelled at only between 11 and 12 miles per hour. It was, he said, to his advantage to go slowly as that meant more money for car hire.

The spot where the accident occurred was fairly well lighted but, owing to the rain, the witness could not see very far ahead. He first saw the truck when his car was some 30 yards away from it. The witness sounded his horn in order to get the truck to leave the tram lines on which both vehicles were travelling, going in the same direction.

The Coroner: The road was otherwise deserted?—Yes. So that there was plenty of room on the right of the truck for you to pass, as is the proper thing for an overtaking vehicle to do?—There was plenty of room on the left side also.

Do you agree that overtaking a vehicle should be done on the right?—Yes.

Proceeding, the witness said that as the truck did not leave the tram lines, he swerved his car to the left in order to pass the truck.

The Coroner: You did this against every known rule of the road? For your own sake I want you to put this point straight as that is the most damning statement to make. What excuse have you for deliberately breaking the rules of the road?

The witness replied that he saw that the coolie who was pulling in front of the truck had inclined to the right so he swerved to the left. Proceeding, the witness said that as he was about to pass the truck, it suddenly swerved to the right and its rear swung to the left with the result that the car's right wheel hit the right shaft and the radiator was penetrated by the left shaft. The car stopped dead after the accident. It was still raining hard. All the passengers left the car and

A SPECIAL COTTON BANK.

HOME VIEWS.

SEEKING REDUCTION IN OVERHEAD COSTS.

BUSINESS HOURS.

London, Yesterday.

Members of the Liverpool Cotton Exchange by 156 votes to 135 rejected a proposal to extend the business hours of the Exchange from four to five o'clock.

Advocates of the proposal predicted a great increase in the turnover of business.

At present the Liverpool and New York markets open only one hour together.

The first meeting of the Manchester special sub-committee appointed by the Federation of Master Cotton Spinners Associations to investigate the overcapitalisation of the industry decided to appoint a sub-committee to act if necessary with the Cotton Yarn Association and collect information concerning the financial position of the American cotton-spinning mills with a view to reducing, with the co-operation of the banks and Government the financial overhead costs to an economic level.

Mr. G. S. Hammersley (Con.) declared that the banks had a stranglehold, on the industry and suggested that a solution might be found on the lines of the formation of a special cotton bank.—Reuter.

U.S. A SENSATION.

Sharp Break in Prices.

New Orleans, Yesterday.

One of the sharpest breaks of the year occurred in the cotton market following the publication of the Government acreage report showing an increase of over 11 per cent, compared with July last.

Heavy selling sent down prices to \$4.25 per bale.

New York.

Prices dropped 85 points in a few minutes at the issue of the acreage report. The increased area under cultivation is much larger than was anticipated.—Reuter's American Service.

TRAIN DERAILED.

SERIOUS ACCIDENT IN INDIA.

EIGHTEEN DEATHS.

Calcutta, Yesterday.

Eighteen have been killed, eight seriously hurt and 24 slightly injured in the derailment of a passenger train near Howrah.

The cause of the accident is at present unknown.—Reuter.

H.M.S. "DAUNTLESS."

U. S. PONTOONS TO HELP IN SALVAGE WORK.

Washington, Yesterday.

In compliance with the British request, the Navy Department has ordered the two pontoons recently employed to raise the American submarine S4, which have a lifting capacity of 80 tons, to proceed to Halifax to help to get the "Dauntless" off the shoal.—Reuter's American Service.

GREEK STRIKES.

NOW CALLED OFF.

Athens, Yesterday.

The Labour Confederation has called off the tobacco strike, and the strike and lockout in the shipping industry will end to-day.—Reuter.

LECTURE ON "NEW CHINA."

Brussels, Yesterday.

Dr. Tsu, of the Central Executive Committee of the Chinese Nationalist Government lectured on "New China," here, under the auspices of the University of Brussels.

The Chinese Minister to Belgium was present.—Reuter.

Immediately disappeared. The witness got out and assisted the injured man, being soaked through by the rain in a very short time. The inquiry will continue in the afternoon.

VANISHED BRITISH SECURITIES.

CHINESE RAILWAYS.

CARRYING OFF OF UNPAID ROLLING STOCK.

SIR A. CHAMBERLAIN'S VIEW

London, Yesterday.

Mr. H. W. Looker (a former Hong Kong resident) drew attention in the House of Commons to the fact that the "Northerners" (meaning the Manchurian Armies), in their retreat northward and subsequently back into Manchuria, had carried off 6,000 railway trucks and 300 locomotives, which was practically half the rolling stock of the railways in China north of the Yangtze; also that two British firms were owed over £1,000,000 for rolling stock supplied to these railways; and that large sums were owed to other British firms for railway material.

Results Unlikely.

Accordingly, Mr. Looker asked what the Government proposed to do about the matter.

Sir Austen Chamberlain (Secretary of State for Foreign Affairs) replied that he was not aware what rolling stock had been carried off. Constant efforts were being made to secure payment of debts (due to the British firms) but results were unlikely until unified control emerged in China. He did not think, Sir Austen added, that an enquiry as regards the carrying off of the rolling stock would help at present.—Reuter.

The main lines concerned are the Tientsin-Pukow Railway, the Peking-Hankow Railway and the Peking-Mukden Railway.

The British and Chinese Corporation, Ltd., had £2,200,000 of mortgage bonds. On Dec. 31, 1924, the balance unredemmed of the British loan, as given in the "China Year Book," was £1,092,500.

Obligations on materials supplied: £4,691,124.10.

Tientsin-Pukow Railway.

Chinese Central Railways, Ltd., of London, financed the southern section of the line and British officers are still appointed. This firm took up £5,000,000 worth of mortgage bonds. On Dec. 31, 1924, the amount outstanding was £7,176,750 but this figure appears to include also the balance outstanding on a loan of £3,000,000 from the German source interested in the northern section.

Peking-Hankow Railway.

The Hong Kong and Shanghai Banking Corporation and the Banque de l'Indo Chine are interested in mortgage bonds issued for £5,000,000, the amount outstanding on which (on Dec. 31, 1926) was £3,250,000.

Obligations on materials include sums in Mexican dollars, Taels, Yen, Gold dollars and Francs.

* Indicates identity of creditors not specified.

NOTHING SINCE 1922.

British Minister's Efforts Not to be Relaxed.

A British Wireless Service message adds:—

Other facts stated in Mr. Looker's question were subsequently correct, namely, that two British firms were owed over £1,000,000 for rolling stock towards which nothing had been paid since 1922, and that large sums of money are also owed to British firms for railway material.

Sir Austen Chamberlain indicated that efforts to obtain payment had been made by the British Minister at Peking, from the Chinese authorities, "but, owing to the fact that the railways were the chief instruments of civil war, it was impossible to expect any result," etc.

"Nevertheless the British Minister's efforts to secure payment of these commercial debts would not be relaxed."

[Note: The amounts mentioned in the note given above refer mainly to sums lent for building the railway and not for supplying rolling stock or materials.]

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at 9.15 p.m.

BAND OF 2ND BATT. KING'S OWN SCOTTISH BORDERERS
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Refreshments.
Tickets of Admission: \$1.00 (Soldiers and Sailors in uniform, 50 cents.)

Obtainable at Volunteer Headquarters and Anderson Music Coy., Ltd.

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\$20 FOR AN EIGHT-WEEK
TUITION COURSE.

NEWEST "AMUSEMENT."

Learning to fly is the newest amusement, and it has the distinction of being about the only amusement left in which the police and the Home Secretary have not yet shown a professional interest.

And flying, as is being recognised by increasing numbers of people, is an amusement especially attractive to women. The cost of learning for a club member is small; it amounts to less than \$20, and there is less danger than in learning to drive a car.

Dual Instruction. The pupil starts with a course of dual instruction. In the passenger's seat of the machine are fitted control stick, rudder bar, engine throttle, and instruments exactly as in the pilot's seat. These are connected up with the pilot's corresponding controls.

Between pupil and instructor there is a speaking tube, and through this the pupil is told to put her hand on the stick and her feet on the rudder bar. Then, as the stick and the rudder bar are synchronised with those of the pilot, she goes through the same movements as he does and is thus automatically instructed.

After a time the pupil is told to take over control, and she will be thrilled when she sees the instructor put both his hands above his head as an indication that he has handed over the entire direction of the machine to her.

Pupils are never rushed through their flying course nowadays. They are frequently given eight hours' instruction (as against the two hours or so given to pilots trained during the war). Then one day, after making several landings quite unassisted but with the instructor in his place, ready to correct any serious mistake, the pupil is told that she is ready to go solo.

The instructor then gets out of the machine and the pupil prepares for what will always remain one of the great moments in her flying experience.

She opens the engine throttle and holds the control stick forward. The aeroplane gathers way and the tail rises. Gradually she eases the control stick back, the under-carriage wheels give a parting bump, and the machine is in the air.

Gliding Down.

The new fledged pilot flies perfectly straight until she has gained height, and then makes a gentle turn. Confidence begins to come, and she looks about—at the sheds, at the other machines in the aerodrome below, at a train puffing laboriously in the distance. She is alone, triumphant and elated.

Next she makes a few turns and then decides to land. She throttles down the engine and simultaneously allows the nose of the 'plane to drop until it takes up a gentle gliding angle. The air speed indicator shows 65 miles per hour, a safe gliding speed for the type of machine in use.

A few gentle "S" turns bring the machine facing into wind 500ft. up over the leeward side of the aerodrome.

The ground comes closer and closer, and the pupil begins to pull the stick back slightly and to ease the machine of its load. She continues the movement until the machine poises itself, wheels and tail skid together upon the grass, runs a few yards, and stops with the "prop" (or airscrew) ticking over.

A dozen solo flights give sufficient confidence to obliterate uneasiness with most pupils, although over-confidence is a more serious fault in the person who is learning to fly than lack of confidence.

And when once she has become a proficient pilot a woman can extract endless amusement from flying.—Major Oliver Stewart.

EXQUISITE BEAUTY

and Splendor of the Orient is stored in Jade, clear as the Lover's Eye, Amber, Agate, Crystals, Ivory . . . and delicate hand-carving Workmanship, once treasures of nobility. We take pleasure to show lovers of beauty in Hong Kong a new collection of masterpieces, just arrived from Peking, the treasure house of old Cathay.

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REDS ATTACKED.

MR. CLYNES' VIGOROUS
ADDRESS.

WAR ON LEADERS.

Mr. J. R. Clynes, M.P., vigorously attacked the Communists in his presidential address to the congress of the National Union of General and Municipal Workers, at Keswick. "Minority Movement men and Communists make a pretence of seeking unity," he said. "They first divide our forces and then induce in shallow appeals for a united front. They make a mock of elected institutions, and impute to the leaders of organised labour the worst of motives and every form of dishonesty and cowardice. "They cut themselves adrift from the main current of Labour activity, and then make hypocritical appeals



Fleet Admiral Togo, hero of the Japanese-Russian War, who held a conference with Emperor Hirohito, of Japan, regarding the sending of additional Japanese troops to Taiwan, China, to check the advances of the Southern Nationalist troops under the command of Gen. Chiang Kai Shek.

for admission to a party which they grossly misrepresent and whose officers they shamefully abuse."

Both the official action by officers of the union and the good sense of the members had effectively resisted the fantastic appeals made to the branches by men whose conduct had made them the best friends of the forces of reaction.

"Deluded Workers."

"Our aim is a co-operative commonwealth resting upon public consent expressed through democratic institutions and the will of the majority. The Communists' aim is a dictatorship expressed through military power, applied in the name of a proletariat, but always controlled by other classes. A dictatorship is tyranny even when it is a working-class dictatorship."

"It is our duty plainly to give first place to the union's interest in dealing with a few deluded groups of workmen, who themselves often act with the best intentions, but with minds poisoned by the writings and speeches of the worst enemies of the Labour Party."

"Communists can have membership in the union on the same terms as all other members. They must observe the rules and comply with congress decisions. Their rights do not include a licence to resist the declared policy of the organisation, wreck the work which we have in hand, and frustrate our purpose in relation to industrial or political objects."

HONG KONG HOTEL VISITORS.

July 9, 1928.

Messrs. A. M. Birchall, F. Barber, R. Bailey, Miss E. Bromann,
Mr. and Mrs. A. Coverdall, Mr. and Mrs. J. M. Challot, Mr. L. Davie.

Mr. and Mrs. G. C. Denham.
Mr. and Mrs. B. Edward.
Mr. S. J. Fuller.

Messrs. J. J. Gilmore, N. J. Griffin.

Messrs. A. F. Henry, S. J. Hicks, Mr. and Mrs. H. Harris, Miss Harrison, Miss D. Hill.

Mr. F. Keller, Mrs. J. Kavanaugh, Messrs. L. Leger, M. E. Lautman, Miss M. C. Mcvey.

Mr. W. C. Paxton, Mr. and Mrs. J. G. Paul.

Messrs. T. B. Scanton, F. Servanin, J. G. Squires, H. Schall, Mrs. B. Szold.

Mr. A. W. Taylor, Mr. and Miss Tully.
Mr. and Mrs. C. H. Varkinson and children.
Messrs. R. P. Whitlam, G. Wragge, Mr. and Mrs. D. Wyper, Misses C. H. Williams, A. Weston.

AFTER 10 YEARS.

ENEMY EX-SERVICE MEN
TO MEET.

HAIG MEMORIAL.

At the British Legion annual conference at Scarborough, Col. Abbott, vice-President of the Federation of ex-Service Men in Allied Countries, with headquarters in Paris, said arrangements had been made to hold a conference with enemy ex-Service men at Luxembourg on September 11.

Lady Haig, at her own request, spoke on the question of a memorial to Earl Haig which came up on a resolution from the Calverley branch to the effect that the best tribute the Legion could pay to the memory of Earl Haig would be the substitution of work for relief among ex-Service men.

Lady Haig said that she was sure this would have met with the approval of her husband. She added:—

"I know my husband would wish the adoption of a scheme of this kind as a memorial to him. He would not desire a statue; he would not wish for anything to be spent except to help the men who fought and won the war. I have begged that only on a scheme for helping unemployed ex-Service men should money be spent."

Mr. Basil Dean will produce Miss Rebecca West's first essay in the theatre. This will be Mr. Van Druen's adaptation of her novel, "The Return of the Soldier." It was stated at the offices of Mr. Basil Dean that "The Return of the Soldier" will be seen at the Playhouse, and that in all probability the present Playhouse attraction, "The Barker," which has suffered from an absence of pit and gallery, would be transferred.

Mr. Leslie Howard, who has been touring the United States with the Galsworthy play, "Escape," was taken to hospital suffering from appendicitis, just as he was about to sail in the "Carmania" with his wife and children. Mrs. Howard decided to sail with the children.

AIR "FIGHT."

STORY OF A DOUBLE
TRAGEDY.

FARNBOROUGH CRASH.

A graphic story of how he "fought his craft in the air," but was unable to control it, was told by the pilot, Captain J. E. Ellison, Royal Marines, at an inquest at Alderhot into the death of Telegraphist Percival Carter, of the Royal Navy, of Seaford, Sussex, and Aircraftman James Bolton, Royal Navy, of Gateshead. They died as the result of injuries when their aeroplane crashed at Farnborough, Hants.

Captain Ellison, who was seriously injured in the accident, was wheeled into court. He said that he was on wireless telegraphy exercises, and on reaching Farnborough instructed Carter to reel in the aerial. He glided from 3,000 to 800 feet, and when making a turn to hand in the aerodrome he noticed that the machine turned very quickly. He tried to correct it, and fought the machine in the air, but could make no impression on the rudders. He remembered little of what happened until the crash.

Captain Ellison said that possibly the aerial wire weight had fouled the rudder.

Flight-lieut. Humphrey, Royal Air Force, said that he thought the pilot misjudged the distance of the aerodrome.

Evidence was given that the machine was in order when it left Gosport.

The jury returned a verdict of Accidental Death in each case.

President Carmona gave a banquet in honour of Sir Lancelot Carnegie, the British Ambassador. A distinguished gathering attended. The President proposed the toast of King George, and the British Ambassador and Sir Lancelot Carnegie that of President Carmona and the Portuguese nation.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SIBERIA MARU (Calls Keelung) ... Tuesday, 24th July.

TAIYO MARU Wednesday, 8th August.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

KAMO MARU Saturday, 14th July.

KATORI MARU Saturday, 28th July.

SYDNEY & MELBOURNE via Manila & Port.

AKI MARU Wednesday, 26th July.

MISHIMA MARU Wednesday, 22nd August.

BOMBAY via Singapore, Penang, & Colombo.

AWA MARU Friday, 13th July.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

GINYO MARU Thursday, 12th July.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.

KAMAKURA MARU Wednesday, 11th July.

NEW YORK and/or BOSTON via PANAMA.

KAKO MARU Saturday, 14th July.

LIVERPOOL via Port Said, Geneva, Marseilles.

DURBAN MARU Wednesday, 11th July.

CALCUTTA via Singapore, Penang & Rangoon.

HAKODATE MARU Wednesday, 18th July.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 20th July.

SHANGHAI, KOBE & YOKOHAMA.

TAMURA MARU Saturday, 14th July.

MURORAN MARU (Moji direct) .. Wednesday, 18th July.

HAKONE MARU Monday, 23rd July.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.

ATLAS MARU Thursday, 9th August.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

MONTEVIDEO MARU Friday, 10th August.

BOMBAY—Via Singapore & Colombo.

BORNEO MARU Friday, 20th July.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

HOMBAHA—Via Singapore and Colombo.

CANADA MARU Sunday, 5th August.

CALCUTTA—Via Singapore, Penang and Rangoon.

SEATTLE MARU Wednesday, 25th July.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports.

LONDON MARU (from Shanghai) .. Monday, 23rd July.

MELBOURNE—Via Manila, Brisbane & Sydney.

HIMALAYA MARU Saturday, 4th August.

RANGKOK—Via Saigon.

HAI PHONG—Via HOIHOW & PAKHOI.

MENADO MARU Thursday, 19th July 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAMBURG MARU Middle of July.

JAPAN PORTS

AMAZON MARU Thursday, 12th July.

TAKAO MARU Friday, 20th July.

KASADO MARU Tuesday, 24th July.

KEELUNG—Via SWATOW & AMOY

HOJAN MARU Sunday, 15th July noon.

KASO MARU Sunday, 22nd July Noon.

CANTON

TAKAO—Via SWATOW & AMOY

DELI MARU Thursday, 12th July noon.

TAKAO MARU Friday, 20th July.

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**SHIPPING SECTION.****LOCAL SHIPPING.**

TO-DAY'S ARRIVALS AND DEPARTURES.

A BIG LIST.Kueichow (1220) British, from Tongku, Swatow—B. & S.—38 passengers, 603 tons general cargo for Hong Kong, 22 tons (through).
Hector (684) British, from Dalny, Shanghai—B. & S.—36 passengers, 1 ton general cargo for Hong Kong, 3,849 tons (through).
Philoteles (7,187) British, from Swansea, Singapore—B. & S.—4 passengers, 630 tons general cargo for Hong Kong, 8,400 tons (through).
Sinan (1,366) British, from Shanghai, Amoy—B. & S.—71 passengers, 390 tons general cargo for Hong Kong, 1,366 tons (through).
Empress of Asia (8883) British, from Vancouver, Shanghai—C.P.R.—726 tons general cargo for Hong Kong 882½ tons (through).
Talma (6154) British, from Calcutta, Singapore—Mc. Mackenzie & Co.—1,410 passengers, 911 tons general cargo for Hong Kong, 5,184 tons (through).
Ombilin (3195) Dutch, from Soerabaya, J.C.L.—7,490 tons sugar for Hong Kong.Cremier (2785) Dutch, from Bel. Del. Singapore—J.C.L.—1,744 passengers, 933 tons general cargo for Hong Kong, 177 tons (through).
Dorcy (873) German, from Hongkong Bay, Hothow—Chow Yul Feng—1,500 tons sugar and general cargo for Hong Kong.
Oldenburg (6197) German, from Hamburg, Spore—Jensen & Co.—12 passengers, 1,624 tons general cargo for Hong Kong, 6,499 tons (through).
Hellas (114) Norwegian, from Bangkok, Swatow—Thoresen & Co.—764 tons rice for Hong Kong.Saka Maru (3386) Japanese, from Karatsu—6,767 tons coal for Hong Kong.
Kawachi Maru (3567) Japanese, from Buenos Aires, Singapore—N.Y.K.—65 passengers, 12 tons general cargo for Hong Kong, 2,625 tons (through).
Shih Hing (114) Chinese, from Macao—Hoo Hing & Co.—35 tons general cargo for Hong Kong.Departures.
For Singapore—Tokushima.
For Amoy—Sunning, Anhui.
For Macao—Shihuhing.
For Canton—Chak Sang, Cheung Shing.
For Shanghai—Pres. McKinley, Kashima Maru.
For Manila—Yosma.
For Swatow—Hydrangea, Lu-chow, Sandviken.
For Saigon—Hwah Cheng.Clearances.
For Shanghai—Shinyo Maru, Dove, Oldenburg.
For Moji—Arafura.
For K. C. Wan—Tai Poo Sok.
For Canton—Koyo Maru.Arrivals. Departures. In Port.
British 6 5 26
Japanese 2 2 5
Norwegian 1 1 6
Chinese 1 2 15
Dutch 2 1 9
German 2 0 2
American 0 1 0
Portuguese 0 0 2
Danish 0 0 1
French 0 0 1

14 12 67

NAVAL CHANGES.

H.M.S. "Curlaw" detached from the 3rd Cruiser Squadron (in the Mediterranean Fleet) for service on the China Station, left Hong Kong yesterday with the paying-off pennant and is bound for Home.

H.M.S. "Suffolk," one of the new county-class cruisers, is due here to-morrow. H.M.S. "Carlisle," of the 5th Cruiser Squadron, leaves for Home on Friday.

JAPANESE SHIPPING HOLD-UP.
Kobe.—The negotiations between the Shipowners' Association and the Seamen's Union regarding the question of a minimum wage have, as anticipated, been broken off and a partial tie-up of shipping is reported from various Japanese ports, but the Seamen's Union has not yet ordered a strike.AMERICAN AUSTRALIA ORIENT LINE.
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IMPROVED PROSPECTS ARE REPORTED.

NEW CONTRACTS.

It would now appear that a brighter day is dawning for the Norwegian shipbuilding industry, writes the shipping correspondent of "Norway." A committee, under the chairmanship of the Governor of Norges Bank, consisting of representatives for the shipowners, shipbuilders and trade unions concerned, has for some time been very thoroughly considering the problems facing this industry, and the results of those deliberations are now beginning to appear. By a considerable reduction in wages at the turn of the year, the differential between domestic and foreign charges under this head became a good deal less. In addition, the relations between masters and men in each individual yard have become closer, and there is every reason for assuming that the storming in the near future will do its part by removing or at least lightening the heavy burdens which have proved such a serious handicap for our yards, particularly as regards orders for new tonnage.

During the past few weeks, Norwegian shipbuilders, in the face of the keenest international competition, have booked a considerable amount of repair work, or rather of reconditioning work. An Oslo yard has booked a contract for a motor ship of 7,800 tons, in addition to another motorship of about 7,000 tons, for which the same yard, at a somewhat earlier date, received an order from another shipowner. Another Oslo yard now has under construction two passenger vessels, and a whaler, while a number of smaller yards along the coast have also booked orders for new tonnage units.

These developments have been greeted with general satisfaction, not least in shipowning circles. The protracted idleness of the shipbuilding industry has, among other things, created a very serious problem for our merchant marine as regards the supply of ship's engineers who naturally must receive their training at a shipbuilding yard on shore. In other respects also it would appear that the increased activity now noticeable in the harboring of stables and more satisfactory conditions, which will also react to the general advantage of the Norwegian shipping industry as a whole.

RHINE STRIKE.**TROUBLE WITH SHIPS' WORKERS.**

According to the "Deutsche Bergwerks Zeitung," there is scarcely any other branch of German industry in which, as in Rhine shipping, the wages have increased by 100 per cent. since 1914, while proceeds have remained below the pre-war level. If such conditions persist the German flag is likely to be driven from the Rhine, to be replaced by those of foreign nationality. The Rhine fleet is at present composed as follows:—Germany 40 per cent. (1914, 50 per cent.), Holland 38 per cent., Belgium 12 per cent., France 5 per cent., Switzerland 4 per cent.

An informal conference which was to be binding on neither party, was called by the arbitrator in Cologne, with the object of putting an end to the Rhine shipping strike, but proved unsuccessful. A meeting of the State and municipal works in the communal harbours at Duisburg-Ruhrort resolved to decline to load or unload barges concerned in the strike. The measure was to have effect from May 24.

The Duisburg-Ruhrort Harbour Company has obtained permission for a general dismissal of its workers. As many as possible will be employed on temporary relief work. A condition of these releases is that all workers so dismissed will be reinstated as soon as conditions return to normal.

LIEUT.-COMMANDER LALOR.

The "London Gazette" contained an announcement that Lieutenant-Commander W. G. Lalor, O.B.E., R.N., has been placed on the retired list of the R.N.R. Lieutenant-Commander Lalor was captured by Chinese pirates near Ichang at the end of last year and had to have a leg amputated after being held to ransom for several weeks. He was awarded the O.B.E. for bravery in protecting British shipping at Wamshien.

The directors of the Great Western Railway have authorised the erection of two new 20-ton tips at the Queen Alexandra Dock, Cardiff.

"TICKETS."

MASTERS, MATES AND ENGINEERS.

1927 ISSUES.

The total number of certificates of competency issued between the dates of the commencement of the Board of Trade examinations and the 31st December, 1927, are:—Masters and mates 227,615; engineers 95,426; shipbuilders and second hands 24,533.

The total number of examinations for masters' and mates' certificates of all grades (both foreign going and home trade) was 5,605, of which 3,153 (representing the attempts of only 903 individuals) resulted in failure. The number of individual candidates examined was 3,355, and of these 2,452 succeeded after one or more attempts in obtaining certificates during the year. Thirty-seven extra masters' certificates were issued.

The 299 motor certificates issued included 180 endorsements of ordinary certificates for service in motor ships. The total number of examinations for engineer certificates of all grades, both ordinary and motor, was 4,196, of which 2,640 (representing the attempts of only 898 individuals) resulted in failure. The total number of individual candidates examined was 2,454, and of these 1,556 succeeded after one or more attempts in obtaining certificates during the year.

A voluntary examination in signalling, the syllabus of which is identical with the signalling part of the extra master's examination, is open to all holders of and candidates for certificates as master, mate, skipper or second hand; 241 candidates passed this examination in 1927 as compared with 69 in 1925 and 250 in 1926.

OVER THE BALTIC.**A SWEDISH FERRY SCHEME.**

A scheme is being promoted in Sweden with a view to the establishment of a ferry between that country and the Baltic States. A statement in regard to the investigations made and the preliminary works carried out in the matter has just been placed before the Swedish Department of Commerce by Mr. E. Andersson, director of the Nynashanan. The question is now in the situation that as soon as the State loan which has been applied for has been granted a company will be formed with a capital of about 1,200,000 kr. under the title of the Swedish and Baltic Traffic Co. and Lettonia and Estonia will be permitted to subscribe one-fourth of the capital.

An estimate of the expenditure on the ferry has been made by Kockums' shipyard. It would have a displacement of 2,800 tons without cargo, and would accommodate 25 goods wagons, and have good accommodation for first and third-class passengers, the cost being calculated at from 800,000 to 1,000,000 kr. The negotiations undertaken by the promoters in the Baltic countries are said to have led to favourable results. In the case of Libau the Lettonian Government wishes to make Libau a big ferry port, and develop its trade and industry.

CANADIAN PACIFICSHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.**SAILINGS 1928.**

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPRESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPRESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPRESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPRESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPRESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPRESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPRESS OF CANADA	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPRESS OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29
EMPRESS OF ASIA	Jan. 16	Jan. 19	Jan. 22	Jan. 24	Feb. 2
EMPRESS OF CANADA	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 23

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Hong Kong	Manila	Manila	Hong Kong
July 10	July 12	July 13	July 15
July 31	Aug. 2	Aug. 3	Aug. 5

EMPRESS OF ASIA

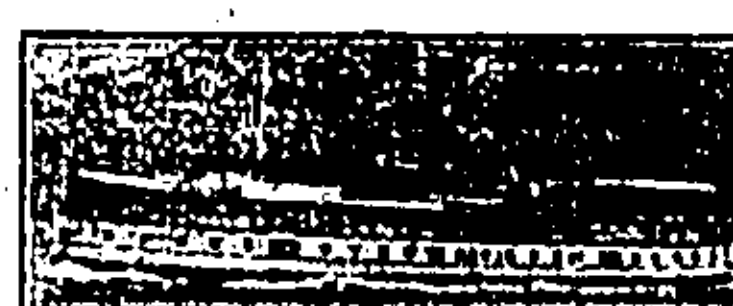
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WED. 11th SUN. 22nd

MON. 15th FRI. 27th

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S.S. "CITY OF PEKIN" Havre, London, Rotterdam & Hamburg 25th Aug.

BOSTON, NEW YORK & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF EVANSVILLE" via Suez Canal 10th August.

S.S. "CITY OF HALIFAX" via Suez Canal 9th Sept.

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S.S. "TINHOW" 7th August.

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RAWALPINDI	16,615	21st July	Bombay, Marseilles & London.
KASHMIR	7,069	28th July	Milnes, L'don, A'werp, R'dam & H'burg
KIDDERPORE	8,965	4th Aug.	Marseilles, London & Antwerp.
RAJPUTANA	16,568	11th Aug.	Bombay, Marseilles & London.
ALIPORE	8,273	18th Aug.	Straits & Bombay.
NALDERA	16,088	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	15th Sept.	Marseilles, London & Antwerp.

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BRITISH INDIA-APCAR SAILINGS.

Ship	Tons	From Hongkong About	Destination
TALMA	8,018	15th July	Singapore, Penang & Calcutta.
TAKIWA	10,000	3rd Aug.	Singapore, Penang & Calcutta.
TAKIWA	7,536	18th Aug.	Singapore, Penang & Calcutta.

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EASTERN & AUSTRALIAN SAILINGS (South).

Ship	Tons	From Hongkong About	Destination
ARAFURA	6,000	3rd Aug.	Manila, Sandakan, Thursday Island.
ANDA	6,956	31st Aug.	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	28th Sept.	Melbourne.

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The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

Ship	Tons	From Hongkong About	Destination
TALMA	10,000	11th July	Amoy, Shanghai, Moji, Kobe & Osaka.
KIDDERPORE	8,965	13th July	Shanghai, Moji & Kobe.
RAJPUTANA	16,568	20th July	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,536	23rd July	Amoy, Moji, Kobe, Osaka & Yokohama.
ALIPORE	8,273	23rd July	Kobe.
KALYAN	9,144	3rd Aug.	Shanghai, Moji, Kobe & Yokohama.
TALMA	8,018	7th Aug.	Amoy, Shanghai, Moji, Kobe & Osaka.
NALDERA	16,088	8th Aug.	Shanghai.
KASHGAR	9,068	17th Aug.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carriage steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.

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SAILINGS FROM HONG KONG.

S.S. "DARDANUS"	Via Suez Canal	27th July.
S.S. "CITY OF EVANSVILLE"	Via Suez Canal	10th Aug.
S.S. "LYCAON"	Via Suez Canal	24th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
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S.S. 'PRE. MCKINLEY'

"WHO'S WHO" AMONG THE
PASSENGERS.

Included among the passengers
who left by s.s. "President McKinley"
for Seattle to-day were:—
Mrs. W. J. Hawker, wife of the
Managing Director of the Hong
Kong and Shanghai Hotels, Ltd.,
travelling to Shanghai.

Mr. Harold Koe, well-known in
business circles in Seattle, return-
ing after a short visit to the Orient.
Miss Ruth Mulliken, attached to
the staff of the American Chinese
Educational Commission, Canton,
going to Shanghai.

Mr. Mortimer E. Lautmann,
director of Sales of the American
Import Company of San Francisco,
returning to that port after a busi-
ness trip to the East. Will stop
over for a short while in Shanghai
prior to leaving for 'Frisco.

Mr. and Mrs. E. E. Goodenberger
and family, attached to an Ameri-
can Mission in Bangkok, returning
to the United States on furlough.
Mr. F. Y. Tong, connected with
the Ault & Wilberg Co., on a busi-
ness trip to the North.

PASSENGER LISTS.

ARRIVALS.

Passengers arrived by s.s.
"President Jefferson" from Shang-
hai, Japan and Seattle.—Miss D.
Arnold, Miss Ah Wee, Mr. and Mrs.
William Baumgarten, Mr. Chu
Chong-yick, Mr. and Mrs. C. M.
Chen, Mr. and Mrs. Chang Tong,
Mr. Chen Ding-yu, Mr. Chung
Young-chun, Mrs. Chun Shee Yee
Yap, Mr. Q. L. Doa, Mr. and Mrs.
R. J. Fernandez, Mstr. Manuel
Fernandez, Mr. Lanie Pong, Mr.
J. J. Gilmore, Mrs. Alice Ho, Mrs.
T. H. Lee, Miss Y. S. Liang, Mstr.
T. Y. Liang, Mstr. T. W. Liang, Mr.
M. C. Luie, Mrs. Y. M. Lin, Miss
G. W. Lin, Mr. C. H. Lam, Mr. Ling
Yee-san, Mr. M. H. Ma, Mrs. C. W.
Ma, Dr. C. F. Newton, Mr. Tom
Scanlon, Mr. K. C. Tsing, Mr. Char-
les Toy, Miss Violet Yee Yap, Mr.
H. Grupe, Mr. and Mrs. H. G.
Helms, Mr. Arthur P. Halley, Miss
Alma O. Le Brecht, Mrs. Hugh D.
Lytle, Mrs. Akiko Niki, Mstr.
Kazuo Niki, Mstr. Masaki Niki,
Miss Keiko Niki, Mr. and Mrs. M.
Ouchi, Mstr. E. Ouchi, Miss Harlett
E. Pingree, Lt. W. H. Perry,
U. S. N., Mrs. W. H. Perry, Mrs.
Victor L. Robson, Miss Rae Patricia
Robson, Lt. Peter Treutlein, (C. C.)
U. S. N., Lt. Robert R. Yates,
U. S. N., Mrs. Margaret Yates.

Passengers arrived by s.s.
"President McKinley" from Manila.
—Mr. Mateo Alcantara, Mr. G. H. S.
Bhimjee, Mr. Tiu Chang, Mr. and
Mrs. Edward Chesby, Miss Annie
Chesby, Mr. Frances H. Clover, Mr.
Lucian De La Cruz, Mr. O. Gird-
harimal, Mr. G. M. Hewsworth, Miss
Caroline Jenkins, Mr. Jose Lesaka,
Mrs. Gregorio Lesaka, Mr. Kalfred
Dip Lum, Mr. G. Miura, Mrs.
Junilia L. O'Day, Rev. Emilio C.
Sabugo, Mr. Eng An-tam, Mr. L.
Yates, Mrs. Dorothy Davis, Mrs.
Kate De Poli, Col. and Mrs. W. B.
Lemly, Mr. A. Udham, Comman-
der Derickson, Mr. F. M. Johnston,
Mr. Carl Peterson, Capt. W. D.
Sharp, Mrs. E. H. Lemly, Mr. Victor
M. Smith, Major Miles R. Thatcher,
Mr. Alexander Well, Mrs. Louise
H. C. Sharp, Mstr. Willoughby
Sharp, Mrs. Katherine Springer,
Mstr. Howard Springer.

Passengers arrived by s.s. "Tai-
ping" from Australia ports and
Manila.—Mr. G. Allan, Miss W. A.
Allan, Miss M. Calder, Mrs. A.
Tully, Miss V. Tully, Miss S.
Weston, Mr. L. J. Judd, Mr. and
Mrs. B. L. Beale, Miss J. Hill, Miss
C. McVoy, Miss C. L. Williams,
Miss E. R. Breman, Mr. and Mrs.
G. Porteous, Dr. and Mrs. Dermott.

DEPARTURE.

Departures per A. M. L. Liner
"Pres. McKinley" from Hong Kong
for Seattle on July 10.—Mrs.
Dorothy Davis, Mrs. Kate De Poli,
Col. and Mrs. W. B. Lemly, Commr.
B. Derickson, Mr. Carl Peterson,
Mrs. Katherine Springer, Mstr.
Howard Springer, Mstr. Howard
Springer, Dr. and Mrs. S. W. Phoon,
Miss Chan, Mr. D. P. Williams, Mr.
Kwan Shung Chong, Mrs. Tse Shee,
Mrs. W. J. Hawker, Mr. and Mrs. L.
Beale, Mr. W. C. Paxton, Mr. Chang,
Mrs. Ng See, Mr. Lai Min Tong,
Mr. E. Tai, Mr. W. C. Lai, Mr. C. F.
Lui, Mr. Tang Chen, Mr. Siu Nam
Ming, Mr. Kwan Yung, Mrs. Mark,
Miss Tong Yu Jan, Mr. G. Miura,
Mr. M. E. Lautmann, Mr. and Mrs.
E. F. Goodenberger, Mr. Wong Woo
Chong, Mr. Tom Yun Lung, Mrs.
E. H. Lemly, Mr. Victor M. Smith,
Major Miles R. Thatcher, Mr.
Alexander Well, Mr. F. M.
Johnston, Mr. A. Udham, Capt.
W. D. Sharp, Mrs. Louise H. C.
Sharp, Mstr. Willoughby Sharp, Mr.
and Mrs. J. S. Kunkle, Mr. Lee Ching
Chou, Mr. Lee Yu Chi, Mr. Lo Kan,
Mr. C. Chen, Miss Ruth Mulliken,
Mrs. Foo Pak Chan, Mstr. Pak Jin
Dai, Mr. Wong Wai Han, Mr. F. Y.
Tong, Mr. Chung Chi Tung, Mr.
K. C. Ho, Mr. Lai On, Mr. S. Dunn,
Mr. H. L. Judd, Mr. Tong Chai Yin.

NAVAL ARCHITECTS.

APPEAL TO SHIPPING
INDUSTRY.

A CHAIR NEEDED.

Newcastle-on-Tyne.—At a meet-
ing of the committee of management
of the North of England Steamship
Owners' Association, the chairman
(Mr. T. E. Brown) and vice-chair-
man (Mr. F. L. Dawson), submitted
a report of the meetings of ship-
building, engineering and shipping
industries, held at Armstrong Col-
lege.

With respect to the maintenance
of the Chair of Naval Architecture,
the secretary gave a report of the
appeal made to the members of the
association in support of the move-
ment, which up to the present mo-
ment was said to be encouraging.

Emphasis was laid by several of
the members upon the importance
of maintaining an adequate training
of students in naval architecture,
and it was agreed to recommend
that every possible support should
be given to a guarantee fund. For
this purpose an appeal was submit-
ted from the North-East Coast In-
stitution of Engineers and Ship-
builders for some further support
of the institution from the shipping
industry, and it was agreed that the
secretary should bring the advan-
tages of membership of that institu-
tion to the notice to those ship-
owners who are not already mem-
bers.

NEW DESTROYER.

ANOTHER ACHERON
ORDERED.

A contract has just been placed
by the Admiralty for the construc-
tion of H.M.S. "Acheron," the last
of the eight destroyers authorised
under the Navy Estimates for
1927-28. The hull of this vessel
will be built by Messrs. J. I.
Thornycroft and Co. Ltd., of
Southampton, while the Parsons
Marine Steam Turbine Company
Ltd., of Wallsend, will supply the
machinery.

No official details of the "Ache-
ron" and her sister boats are avail-
able, but it is understood that they
represent an improvement on the
"Amazon" class, which displaces
1,830 tons and has a speed of thirty-
seven knots. Of the other seven
boats of the 1927 programme, two
are being built by Messrs.
Hawthorn, Leslie, and Co. Ltd., two
by Messrs. John Brown and Co.
Ltd., two by Scott's Shipbuilding
and Engineering Company, and one
by Messrs. Vickers-Armstrongs Ltd.

The flotilla leader Codrington, of
the same programme is under con-
struction by Messrs. Swan, Hunter,
and Wigham Richardson Ltd.

The name of "Acheron" was
borne previously by a des-
troycr built in 1911 by Thorny-
croft, this boat having been
present at the Battle of Jut-
land with the First Flotilla. It
is of interest to recall that the Par-
sons firm, which is to supply the
machinery for the new "Acheron,"
was responsible for the engines of
the "Viper," the first turbine-driven
destroyer. When completed, nine-
teen years ago, this boat astonish-
ed the naval world by attaining the
phenomenal speed of 37.11 knots, a
velocity which has been but rarely
exceeded down to the present time.

WATERWAY SMASH.

AMSTERDAM COURT'S
JUDGMENT.

The Court of Navigation, Am-
sterdam, have delivered judgment in
the inquiry concerning collision be-
tween the German steamer "Venus"
and British steamer "City of Wor-
cester" near the entrance to the
Rotterdam New Waterway, and has
found the British vessel alone to
blame for continuing at an exces-
sive speed and maintaining her
course, while she was clearly under
an obligation to give way to the
other ship.

The court also opened an inquiry
into the circumstances attending a
collision between the Blue Funnel
liner "Alcinous" and the British
steamer "Ning Chow" near Kem-
poch Point on December 17 last.
The "Alcinous" was on her way
from Glasgow to Birkenhead, and
the Clyde pilot, who had been giving
helm orders in accordance with
British custom, had left the bridge
at 6.35 p.m.; the "Ning Chow" was
at that time sailing ahead at a
short distance. At 6.49 p.m. Clock
Point was abreast, and the master
of the "Alcinous" ordered the helm
"hard-a-starboard" to round, but
the order was "understood by the
quarter-master at the helm" as if
given in the Dutch language, and
carried out according to new Dutch
custom, as a result of which the
vessel went in the wrong direction,
and a collision with the "Ning
Chow" became inevitable.

Mr. T. Scanlon, Mr. and Mrs. K. W.
Chung, Mrs. Hazel Page Lanius,
Mr. Harold Koe, Mstr. John and
Mstr. Alton, Mrs. Lee Hing, Mr.
Moy Kom Tai, Mr. Lum Love Kong.

PETROL PUMPS.

THAMES AS A MOTORISTS'
HIGHWAY.

MOTOR-BOAT GARAGES.

Rapid motor-boats, river traffic
police, motor-boat garages, organ-
ised "parking places" for boats in the
backwaters, and petrol pumps by
the riverside, are foreseen by
Thames watermen within the next
few years.

"Within 10 or 20 years the ma-
jority of light craft on the river
will be mechanically propelled,"
said Mr. Vessum, of Richmond, in
an interview.

"That would call for petrol
pumps," he said.

"I don't think, if things are laid
out systematically, with an eye to
beauty, that the glory of the Thames
will be marred.

"The punt, of course, will main-
tain its place."

People Prefer Engines.

Mr. Hammerton, of Long Ditton,
said:—

"If things go on as they are we
shall probably have to get river
traffic police to control speeding and
even the direction of traffic."

Mr. Harry Tagg, of East
Molesey, said: "People don't like
to have to do the work. They pre-
fer a petrol engine to do it for
them. I suppose we shall have to
have parking places and water
garages if the motorboat demand
continues."

Mr. Turk, of Kingston, said: "It
needs little imagination to conceive
the Thames almost resembling a
main road in 20 years time, so fast
and furious may be the traffic."

MOVEMENTS OF STEAMERS.

The Ben Line s.s. "Bearinnes"
from Leith, Middlesbro', Antwerp,
London and Straits is due to ar-
rive here to-day.

The C.P.S. R.M.S. "Empress of
leaves Hong Kong for Manila to-
day at 5 p.m.

The Ben Line s.s. "Bearinnes"
from Middlesbro', Antwerp, London
and Straits left Singapore for this
port last Thursday, and is due to
arrive here to-morrow.

The P. & O. s.s. "Kidderpore"
left Singapore for this port on
Saturday at noon with the outward
mail, and is due here on July 18
at about 6 a.m.

The s.s. "Tricolor" sailed from
New York on June 6 and is due in
Manila on July 19.

CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s. "City
of Pekit" are reminded to take
delivery of their goods which will
be subject to rent after July 11.

Consignees of Cargo ex M.V.
"Sneybank" are reminded to take
delivery of their goods which will
be subject to rent after July 12.

The L. N. E. Railway Co. have
decided to rebuild the transit shed
on the south-east quay at Tyne
Dock for the accommodation of traf-
fic passing by the Oslo mailboats.
The new shed, which will replace
one destroyed by fire in June last,
will be 100 feet long, 50 feet wide
and 20 feet 2 inches in height from
floor to eaves.

Public dissatisfaction at the rul-
ing price of petrol at Singapore,
the equivalent of nearly 2s. a
gallon, has led to the support on
the part of a considerable section of
the public of an organisation which
guarantees the import to Singapore
of petrol selling at 18d. per gallon.



"Why, Helen, every meal was a banquet!
Breakfast at eight, bouillon at eleven, lunch
at one, tea at four, and dinner at seven.
If only the scales had lied in my favor, I
could have had sandwiches and tea before
going to bed every night. The menus aboard
the Presidents are too grand to describe."

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The Short, Straight Route to America
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Pres. Jefferson	July 17th	Pres. Grant	July 24th
Pres. Lincoln	July 31st	Pres. Cleveland	Aug. 7th
Pres. Madison	Aug. 14th	Pres. Pierce	Aug. 21st
Pres. Jackson	Aug. 28th	Pres. Taft	Sept. 4th

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Pres. Adams	July 15th 8 a.m.	Pres. Monroe	Aug. 26th 8 a.m.
Pres. Garfield	July 29th 8 a.m.	Pres. Cleveland	Sept. 9th 8 a.m.
Pres. Harrison	Aug. 12th 8 a.m.	Pres. V. Buren	Sept. 23rd 8 a.m.

To Manila

Pres. Adams	July 15th 8 a.m.	Pres. Garfield	July 29th 8 a.m.
Pres. Grant	July 17th 8 p.m.	Pres. Cleveland	Aug. 31st 6 p.m.
Pres. Lincoln	July 21st 6 p.m.	Pres. Madison	Aug. 4th 6 p.m.

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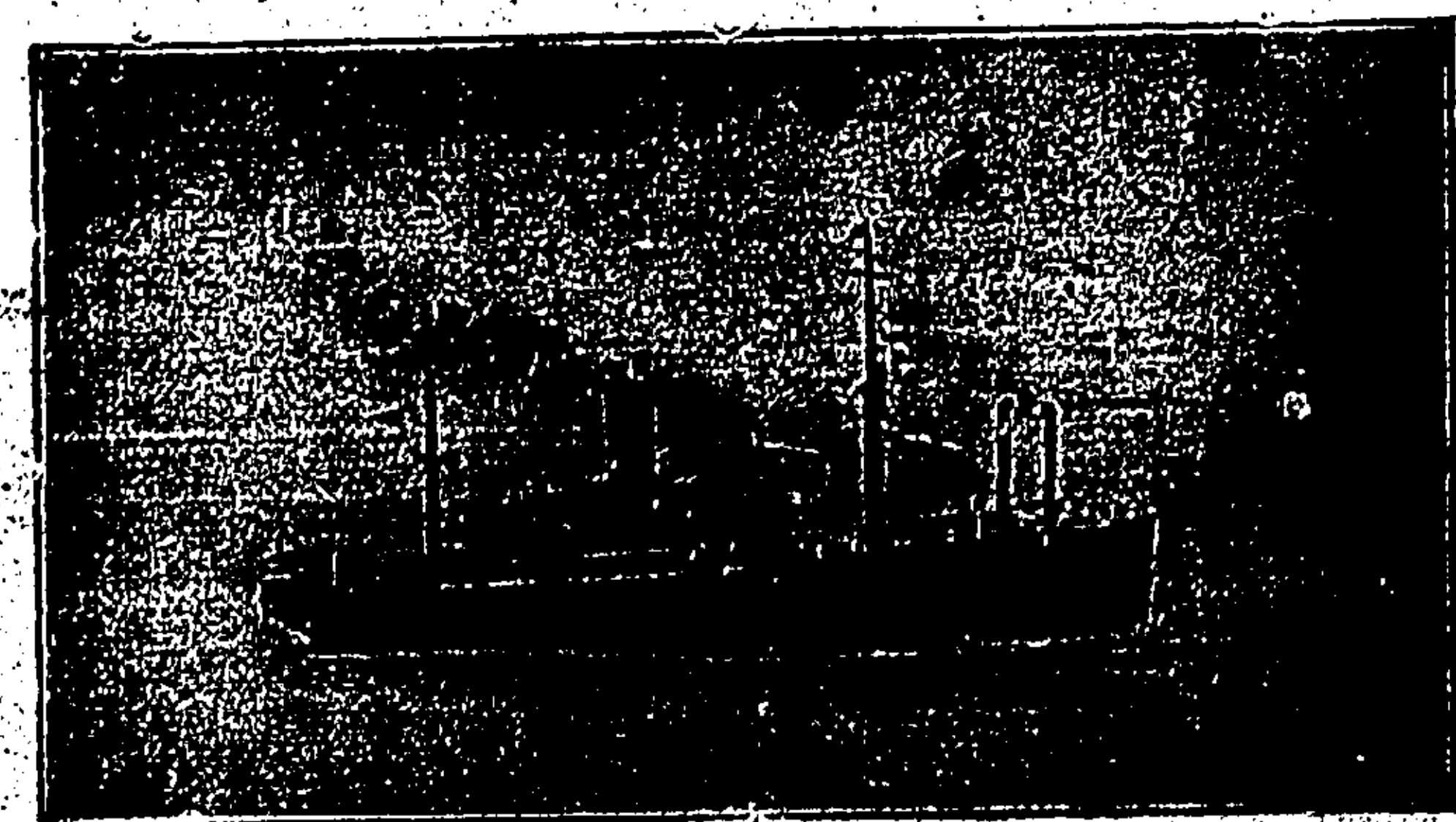
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DEATH.

GEDGE.—On June 10, in London,
Neil, the beloved wife of
Herbert Johnson Gedge, for-
merly of Hong Kong.

Hong Kong, Tuesday, July 10, 1928.

ACHIEVING SOLIDARITY.

While Hong Kong is following
the even tenor of its ways and
other parts of China occupy much
of the Colony's attention, not as
much thought has been given to
Canton as, say, three months
ago, when the interchange of
official visits was made. In the
practical term of dollars and
cents, it is impossible to estimate
what benefit has accrued. In the
sphere of friendly co-operation,
however, it is known for a
fact that the result is encouraging.
Although the long hoped-for
boom has not come, the slightly
perceptible but steady improve-
ment continues. In the circum-
stances, can the Canton Govern-
ment do more to help the mil-
lions of people in Kwangtung to-
wards recovery of prosperity?
Only yesterday, reliable information
was conveyed to us that the
number of arrests for what
might be termed as petty offences
has increased during the last ten
days to an extent to cause, not
uneasiness, but irritation. It
appears that officers in one or
two revenue producing depart-
ments have taken a sudden turn
in their policy towards the public.
All along, the law, as practised,
has not been clear; but the point
now stressed is that most of the
persons charged have been mulct-
ed in heavy fines. We are not in
possession of facts to question
the legality of the penalties in-
flicted; but we respectfully point

out that the allegation, if true, is
liable to prejudice the friendli-
ness between the taxpayers and
the authorities.

Taxes have for a good many
years constituted a sore point
with the classes which have to
pay in Canton. If the end is
justified, the Cantonese merchant
views a levy as an outlay of busi-
ness expenditure, for which he
gets something in return. Such
return has been given and the
strong point of Marshal Li Chai-
sum's Government is consistency
—consistency which has prevent-
ed grumbling. Is that enough,
though? Progressive expansion-
ist and conservative are terms
which come to mind in an at-
tempt to describe the policy of
the Canton Government. None
in itself is correct or sufficient.
Rather, the impression we have
gained is that the aim has been
steadily to achieve stolidity. With
changes in the personnel of the
Provincial Government and in the
military administration (by
dividing Kwangtung into areas of
command), Marshal Li Chai-sum
has considerably enhanced his
position. And every Chinese gov-
ernor of to-day who does so be-
gets confidence all round. To do
so, however, there has had to be
concentration on revenue. Is the
time now ripe for a moderation
in that policy, so as to lighten
the burden borne by the mer-
chants, and thus help trade?

Although not a great deal can
be expected from the ultimatum
which Mr. T. V. Soong, the Na-
tionalist Minister of Finance, is to
deliver on behalf of the Chinese
bankers of Shanghai to the mili-
tary leaders assembled in Peking,
the gesture conveyed by the tax-
payer is significant as being the
thin end of the wedge. This ges-
ture may serve as an example to
the spokesmen of Canton to strive
for a voice in matters financial,
leading to harmonious collabora-
tion with the Government. We
suggest that impartial minds in
Canton will not resent our saying
that some measure of relief is due
to the merchants, outside of the
redemption of the official note
issue. Such relief is best given
by reducing taxation, direct or in-
direct. It will have the distinc-
tion of being an immediate filip
to commerce and industry. The
people's buying and spending
power goes up in ratio. And with
the war to all intents over—with
all or nearly all the important pro-
ducing provinces again in inter-
course—the time to make a start
is now; if only because the de-
gree of tax-reduction following a
period of distress will have great-
er effect than when prosperity
has set in through unlooked-for
causes.

"Hush Hush" Officialism.

We had occasion one day last
week mildly to remonstrate with
the Waterworks Engineer regard-
ing his treatment of a Pressman
who called upon that gentleman
for a little item of information.
The point, it may be remember-
ed, concerned the proposed Aber-
deen Dam. Receiving no satis-
faction from the Waterworks En-
gineer our representative went
to see a Mr. Davis, of the Colonial
Secretary's Office, as suggested
by the aforesaid Waterworks En-
gineer. Having sent in his card,
our representative was question-
ed by a junior clerk, who took
away the information, that we
would like to see a copy of that
precious Paper No. X of 1927.
After a while another junior
clerk brought the information
that we could not have to copy as
the scheme was a "wash out" and
that the question of the Aberdeen
Dam was to be reconsidered. This
is why, perhaps, the Waterworks
Engineer was so reticent. But
surely this matter is one that con-
cerns the public? Or is the Gov-
ernment able, inter-departmentally,
to shelve any scheme which
has been before the Legislative
Council? However, realising the
futility of obtaining the least co-
operation from these Government
Departments it will be our policy
in the future to publish our in-
formation without referring such
matters to those or any other au-
thorities, leaving it to Government
to refute any error that may creep
into the reports. Only in this
way, it seems, will we be able to
perform our duty to the public.

Miss Caroline Jenkins, daughter
of the U.S. Consul-General at
Canton, arrived yesterday from
Manila.

Mr. Victor M. Smith, shipping
director of the U.S. Government,
passed through yesterday on the
s.s. "President McKinley."

Among passengers leaving for
Home by the R.M.S. "Empress of
Asia" on July 18, is Mr. D. Nelson
of the Hong Kong and Whampoa
Dock Company.

News has been received in the
Colony by cable to the effect that
Mr. T. C. Nixon, of Messrs. Dod-
well and Co., Shanghai, died sud-
denly yesterday.

Mr. Sirdar Khan's 6-year-old
daughter was knocked down by a
tramcar at the junction of Tin Lok
lane, but luckily escaped without
serious injury.

While a young Chinese woman
was seeing friends off on the s.s.
"Tai Ming" yesterday afternoon, a
thief snatched her handbag con-
taining a gold chain and a jade
ornament worth \$95.

Sir Charles Eliot, a former Vice-
Chancellor of the University of
Hong Kong, arrived in London
from Japan, where he has resided
for a number of years, by the
N.Y.K. s.s. "Fushimi Maru" on
June 11.

Acting on information received,
the police arrested a man, who is
alleged to have some connection
with the piracy of steamers, at
Cheungchau yesterday. The sus-
pect, says a vernacular report, is
now detained for investigation.

Alleged to have been beaten by
Indian guard No. 772, with a pole,
in the course of a fight, Indian
police constable, Harmon Singh,
yesterday suffered injuries which
necessitated his removal to the
Government Civil Hospital.

Among those who arrived in the
Colony by the "Empress of Asia"
were Mok Wing-sun, ex-treacher of
Canton. On leaving Canton eight
or nine years ago, he has since been
staying in Shanghai. He is over
70 years of age and is returning to
Kwelin, Kwangsi, to retire.

A Chinese was yesterday charged,
before Mr. W. Schofield at the
Kowloon Magistrate, for up-
rooting three trees planted by the
Forestry Department outside the
Yau-matli Railway Station. His
Worship imposed a fine of \$20 or,
in default, three weeks' hard labour.

The six Chinese, arrested in con-
nection with the recent armed
robbery in a Chinese medicine shop
at No. 84, Des Voeux-road West,
made a further formal appearance
before Major C. Willson, O.B.E., at
the Central Magistrate's this morn-
ing; when his Worship fixed the
hearing of the case for 2.15 p.m.,
on Thursday next.

There was some excitement on
board the Mongkok ferry launch at
8 o'clock last night when the
cry of "Man overboard" was heard
while the vessel was in midstream.
The launch was stopped and the
prompt action of the crew result-
ed in the rescue of an elderly Chinese
passenger who had either fallen or
jumped into the water. He was
unconscious when brought out and
was transferred to a police launch.

The Harbour Master notifies that
cable laying operations will take
place between the "Star" Ferry
Pier, Hong Kong and Holt's Wharf,
Kowloon, from Wednesday, 11th
instant, until further notice.

When arrested by the police
yesterday afternoon, with a pawn-
ticket for a watch in his possession,
a Chinese youth was, this morning
at the Kowloon Magistrate, sen-
tenced to one month's imprison-
ment. Defendant admitted he had
stolen the watch from complainant,
who was the master of a junk
moored alongside the pier wall in
the Yau-matli Shelter.

Dr. (Miss) Hoanng reported to
the police that about 5 p.m. yes-
terday she went into the
Queen's Dispensary to use the tele-
phone. While there she left her
handbag on the counter, but it was
missing when she looked for it
after her conversation. The bag
contained a gold watch, fountain
pen and money, to the total value
of \$66.

Owing to a quarrel arising as
to who was entitled to carry cer-
tain passenger luggage from the
R.M.S. "Empress of Asia," two lug-
gage coolies fought at the entrance
of the Kowloon Wharf and Godown
wharf yesterday, and were ar-
rested by a Chinese detective. In
fining defendants \$5 or 7 days'
hard labour, Mr. Schofield ordered
that each sign a bond in \$50 to be
of good behaviour for a year.

The three Chinese who are
charged with the illegal detention of
Mow Yat-chuen, who was last week
discharged by Major C. Willson,
O.B.E., on a charge of alleged em-
bezzlement, appeared before the
Magistrate this morning. Mr. F. H.
Loseby for the prosecution, asked
for leave to withdraw the charge
against the three accused, remark-
ing that his client (Mow) preferred
to take a civil action against them.
Mr. T. Murphy, Assistant Director
of Criminal Intelligence, raised no
objection to the case being dropped,
and the Magistrate accordingly dis-
charged the three men.

ACTRESS'S LOSS.

ALL THE ACCUSED
DISCHARGED.

RECLAMATION "FIND."

As reported in yesterday's
"China Mail," the police raided
No. 2 Moon-street and arrested two
Chinese youths and ten youngsters
on charges of implication in the
burglary, on Sunday morning, on
the second floor of No. 127, Praya
East. When they were charged,
before Mr. R. E. Lindsell yesterday
morning, one of the boys, defend-
ed by Mr. A. J. Arculli, was dis-
charged because there was no evi-
dence against him.

The case against the other eleven
was taken by His Worship yes-
terday afternoon, when the victim
of the burglary, a Chinese actress
named Pak Lin, gave evidence that
when she retired to sleep at 4 a.m.
on Sunday everything in her flat
was in order. When she awoke two
hours later, a leather bag contain-
ing \$400 in notes and jewellery and
clothing worth \$250, was missing.
The missing bag proved to be the
means of bringing the eleven ac-
cused into the dock. One of the
youngsters was found in Tai Yuen-
street trying to sell it to a ragman.
The lad was detained and question-
ed, and information given by
him led to the raid at No. 2 Moon-
street, where \$51 worth of the
stolen clothing was recovered.
There was no trace of the money
and jewellery.

His Worship, after hearing the
evidence of the defence to the
effect that Mr. Arculli's client and
six of the other accused, had dis-
covered the bag with some of the
least expensive clothing on the re-
clamation, decided to discharge all
the accused as, though they were
in possession of the stolen property,
yet the way they acquired it show-
ed they were not connected with the
burglary.

His Worship's opinion was that
apparently the thieves had aban-
doned the least expensive of the
booty at the spot where the boys
found it, and there seemed to have
been a general melee in the neigh-
bourhood caused by everyone try-
ing to get something out of the
"find."

JADE BANGLES.

100 SMUGGLED FROM CANTON
TO HONG KONG.

More than one hundred pairs of
jade bangles were discovered by the
custom officers, when the s.s. "Fat-
shan" was about to depart from
Canton yesterday morning. The
bangles, valued at over \$1,000 were
hidden under the bunkers. It is
alleged that they were smuggled in
order to evade the Customs duty
at Canton. During the search, a
fruit hawker, who was unware of
the hatches being opened, accident-
ally walked into it and fractured
his leg. He was immediately re-
moved to hospital.

"LAST POST."

FUNERAL OF MARINE FAWCETT
OF "CARLISLE."

NAVAL HONOURS.

Naval honours were accorded
Marine H. Fawcett at his funeral
yesterday, when a large detachment
from his ship, H.M.S. "Carlisle,"
attended.

The firing party was commanded
by Lt. C. E. C. Ransome, R.M. The
remains were borne on a gun car-
riage, draped with the Union Jack
and drawn by fellow marines.
Mess-mates carried the coffin to the
grave where the last rites were per-
formed by the Rev. G. H. Hawitt,
R.N. Three volleys were fired and
the "Last Post" sounded.

Deceased was found dead in bed
yesterday morning, and is presumed
to have expired while asleep. He
was 27 years of age and married.
Sympathy will be felt for the
widow and two children in London,
the younger of which was born
after his departure on foreign ser-
vice.

During the War, Marine Fawcett
was with the London Regiment.
He came to the China Station to
join H.M.S. "Hawkins" and was
transferred to "Carlisle" which is
due to leave for Home on Friday.
Wreaths were sent by the Cap-
tain, officers, warrant officers and
other ranks and also from several
R.A.O.B. lodges. A special R.A.O.B.
funeral ceremony was also held,
deceased being a member of the
Ambrose Lodge.

MRS. G. J. SEQUEIRA.

The Rev. Father G. M. Spada,
assisted by the Rev. Fathers Rossi,
Teruzzi and seminarists, conducted
the burial service yesterday of Mrs.
G. J. Sequeira who died yesterday
morning at No. 2, Granville-road,
Kowloon.

Among the wreaths were those
sent by the Standard Oil Co. and
the Co.'s staff in Hong Kong.
The deceased lady was the wife
of Mr. G. J. Sequeira, formerly
manager of the late firm of Marty
& Co.

The husband was chief mourner.
Others were the two sons, Mr. A. D.
C. M. Sequeira, both of the
Standard Oil Co., the latter being
the well-known chess player, and
Mr. F. Barradas, a son-in-law.
Sympathy will be felt with the
family and relatives in their
bereavement.

POLICE RESERVE.

Orders by the Hon. Mr. E. D. C.
Wolfe, C.M.G., Captain Superin-
tendent of Police.

Training School.
The weekly classes for Police Re-
servists at the Police Training
School, Kowloon, will be held on
Wednesday, July 11 at 6 p.m.
sharp. All members of the Chi-
nese and Indian Companies who have
not yet passed Part 2 of Training
Course must attend.

Squad Drill.
All recruits of the Chinese and
Indian Companies, and of the Fly-
ing Squad will parade at Central
Police Station on Thursday, July
12 at 5.30 p.m. sharp for Squad
Drill under Sergeant Condon.
Dress: Mufti.

Chinese Company.
Advanced men of the Chinese
Company to be detailed by the O.C.
will parade at the Police Training
School, Kowloon, on Wednesday,
July 11 at 6 p.m. sharp for Ex-
tended Order and Baton Drill under
Inspector Paterson. Dress: Mufti,
Rifle, Side-Arms, and Truncheon to
be carried.

Indian Company.
Strength—Constable R220 R. P.
Chilote is permitted to resign as
from June 30.

Flying Squad.
Leave—Constables R304 Lam
Chung-mow, R305 Lo Shu-wah, and
R344 Poon Lok-chi have been grant-
ed one month's leave of absence
from the Colony commencing July
8.

The weekly instructional patrol
of the Hong Kong Section will take
place on Thursday, July 12. Fall
in at Central Police Station at 5.15
p.m. sharp. Dress: Khaki uniform.
Sharpshooters.

Revolver practice will be carried
out at Kennedy-road Range on Wed-
nesday July 11 at 5 p.m. Members
will assemble at the range at that
time with their revolvers, belts and
holsters.

(Sgd.) W. KENT, A.S.P.
Adjutant.
Hong Kong, July 10, 1928.

In the course of a recent leading
article on cruelty to animals, the
"Pioneer" said: "England
led Europe in this crusade for
humanity one hundred years ago.
The British must lead Asia to-day.
If one or two men of high
position will lead the movement, it
will be supported with enthusiasm
and they will march to success."
In point of fact, declares the "Siam
Observer," as far as this part of
Asia is concerned, Siam has led the
way. In respect of animal welfare,
the local society, having been in
action nearly two years before that
in Singapore was formed.

ALLEGED DANGEROUS DRIVING.**KOWLOON INCIDENT.****POLICE SUB-INSPECTOR'S ACTION.****LENGTHY SITTING.**

Leslie Ernest Haynes appeared before Mr. W. Schofield, at the Kowloon Magistrate's Court yesterday afternoon, as defendant in a summons alleging dangerous driving against him, which was brought by Police Sub-Inspector James, who was hit by Haynes' car.

The charge against Haynes was that of driving his motor car (No. 231) in a manner dangerous to the public at 1.35 p.m., on June 22, and his reply to it was: "I plead most emphatically not guilty." He admitted, however, that he had been involved in an accident on the date mentioned in the summons.

Haynes, who was permitted by the Magistrate to occupy a seat at the table in the centre of the Court, from where he conducted his own defence, proceeded to remark that the charge against him was not very explicit, in that he was charged with dangerous driving in a "thoroughfare." He said that the accident actually took place at the Star Ferry.

He admitted colliding with a ricksha, but would not plead guilty to dangerous driving. He said that he had been driving a motor car for the last 14 years, and the fact that he collided with a ricksha was through the incompetence of the Indian constable on point duty.

Haynes further told the Magistrate that he had offered to compensate the ricksha coolie.

TRAFFIC CONTROL.

Continuing Haynes suggested that to charge a man with reckless driving at this point was ludicrous owing to the unsatisfactory manner in which the traffic was controlled by "an incompetent policeman" charged with the control of ricksha coolies at that particular point. On this occasion the defendant had to decide between killing or seriously injuring one coolie or slightly damaging another. He had to decide whether he would be standing in the dock on a charge of manslaughter.

He also said that if his Worship could only get an inkling of what happened every day outside the Ferry Wharf, his Worship would agree with him that "Ben Hur was not in it" when it came to the ricksha coolies (between 15 and 20 of them) charging outside the ferry gates every time a ferry came alongside. These coolies rushing out from the stand, to get fares were a bit too much for the traffic constable to cope with.

SUB-INSPECTOR'S EVIDENCE.

Evidence was then taken. Sub-Inspector James, in the witness box said he was walking under the verandah of the Star Ferry Wharf at 1.35 p.m. on June 22. He had come from the eastern exit and was going towards the bus terminus. He was struck a violent blow in the middle of the back and knocked to the ground.

Witness was accompanied by two ladies who were about six yards in front of him. On rising witness saw the defendant in car No. 231 "profusely apologising" to the two ladies about ten yards from where witness was knocked down. Proceeding witness said: "I went towards the defendant, and being of the opinion that he was under the influence of drink I ordered him out of the car and took him to the Water Police Station. He was then released."

"RULED HIM OUT."

Questioning the witness, Haynes asked how, being severely injured, he was capable of arresting him and gripping him by the arm and walking him off to the Police Station.

His Worship pointed out to the defendant that witness had not stated that he was severely injured but that he had merely said he was struck a violent blow.

The defendant, addressing witness, said that witness had raised the point of incredulity and asked if it were not a fact that Mr. Burlingham, Assistant Superintendent of Police, after hearing Inspector James' statement, actually "ruled you out and said 'Inspector you can't say that'."

Witness: Quite. Haynes: You knew that I was going to Macao that afternoon by the "Cheungchow" and that I lost my boat on account of that?—Witness did not reply.

Haynes: Where had you come from and where were you going? Witness, addressing the Magistrate, submitted that the question was quite irrelevant as he had already stated he was walking from East to West.

Haynes replied that it was exceedingly relevant as his submission was that quite apart from the accident, which he willingly admitted and which was brought about by the incompetence of the constable on traffic duty, no sober-

mindful person would bring such a ridiculous charge of dangerous driving in close proximity to the Ferry wharf unless that person was annoyed, and he suggested that it was because he dirtied Inspector James' nice clean pair of trousers that he brought the present charge against him. He (defendant) admitted the accident and the damage to the ricksha, but he would fight and fight strenuously against a conviction for dangerous driving.

At this stage of the proceedings, the Magistrate said to Sub-Inspector James that in view of what had been said would he withdraw the charge and accept the defendant's admission that he had collided with the ricksha.

Sub-Inspector James said that he was prosecuting the defendant on a charge of dangerous driving and that the defendant's apology for colliding with a ricksha had nothing to do with the charge.

The next witness called for the prosecution was Mr. C. C. Jorge. On this witness going into the witness box, Haynes drew the Magistrate's attention to the fact that Jorge had been seated in Court whilst Inspector James was giving evidence.

His Worship replied that he could not refuse to hear the witness's evidence.

Mr. Jorge said that on the day in question he saw the defendant in car No. 231 going towards the main entrance to the Star Ferry. The car halted and knocked down Inspector James who "got hold of" the defendant and took him to the Police Station.

The two ladies who were with Inspector James were very nervous and witness took them to the Railway Station.

AT A GOOD SPEED.

In reply to his Worship, witness said that the defendant was travelling at a "good speed."

Witness: At a speed that he should not have gone when approaching the ferry.

His Worship: Can you give any idea what it was?—No.

Would it have been about ten miles per hour?—About that.

Witness said that he did not see the traffic signal and, after a pause, added that "in fact the defendant was not in a state that he should drive a car that afternoon."

In reply to his Worship witness said that he saw two rickshas about after the accident. They were at the entrance to the wharf.

DRUNKENNESS ALLEGED.

Questioning this witness, Haynes asked if he were a professional man—a doctor or a chemist.

Witness replied in the negative.

Defendant: You heard Inspector James give evidence. You heard him make an allegation that I was under the influence of liquor, and that after going to the Police Station, Mr. Burlingham ruled him out?

Witness: Yes.

Defendant: And yet you go into the witness box and make the amazing statement that I was not in a fit state to drive a car?—Yes.

Do you adhere to that?—I do. Why were you so particularly interested in the episode?—Because you were not in a fit condition to drive.

Mrs. Katherine James, wife of Sub-Inspector James, then gave evidence. She corroborated her husband in part and added that a mud-guard of defendant's car had also grazed her leg. She said that the car was travelling at a very fast speed.

NOT A "LADY'S MAN."

Haynes: I am not a married man neither am I a lady's man, but I put it to you that the injuries which your husband received were all moonshine?—What, do you say I am telling lies?

Defendant then said that he would not say that the witness was telling lies, but it was incredible that a man who was supposed to have received such severe injuries could have got up, gripped him (defendant) by the arm and taken him to the Station.

Haynes went on to question witness whether or not he apologised to the ladies. Witness said that defendant was sitting in his car and that he was apologising to the general public and not to her and her friend.

Haynes: Your husband just told the learned Magistrate that I was apologising to you and your friend and that I was doing it profusely. Do you contradict your husband's statement?—Witness maintained that defendant was apologising to the general public.

Haynes: I must have been addressing a public meeting then. The witness also said that Haynes did not get out of his car until ordered by her husband.

Haynes commented upon Mrs. James' statement that he did not apologise to the two ladies, and remarked that she had contradicted her own husband's story.

Inspector James asked that the witness inform his Worship of the nature of his injuries adding that if the car had been a bigger one,

his injuries "would have been so severe that the defendant might have been facing a charge of manslaughter."

"BUTS AND IF'S."

Mr. Haynes replied that they were not dealing with "buts and if's." If a river boat sank forty lives might be lost but if the "Lusitania" were to go down it might be thousands. The case at issue had nothing to do with butts and if's, and that he hoped the prosecuting inspector would confine himself to hard facts.

Mrs. James described the injuries suffered by her husband and in reply to the defendant said that they were not serious and that Inspector James was not incapacitated in any way.

"FAST SPEED."

The next witness called for the prosecution was Mrs. Edna Millard, who said that the car was travelling at "fast speed." She did not know what had happened until she felt something shoved against her back. There were quite a number of people about at the time. She heard no horn nor did she see any signals. She jumped out of the way when she felt something at her back.

Haynes: I take it that you frequently go near the Star Ferry Wharf. Now do you suggest that any car would travel at a fast speed when nearing that point?—As a rule they do not.

Haynes: You just mentioned that you jumped out of the way. What kind of a jump was it. I was an athlete once. Do you call it a high jump or a long jump?—(Smilingly) No, a side jump.

Haynes: Now I want you to be perfectly frank. Would you not say that the Indian constable was more interested in his red and green lights than in regulating ricksha traffic?

Sub-Inspector James interposed and said that the witness could not be expected to answer that question.

"FOUR AT A TIME."

The coolie whose ricksha was damaged, said that he was one of four vehicles which had gone to meet passengers. The motor car struck the wheel of his ricksha.

Defendant: Do you really say that rickshas are let out four at a time?

His Worship: "That's a particular statement not general. He is giving evidence of what happened on that particular day and not what generally happens."

Defendant to witness: That is what always happens?

Witness: Yes.

Defendant: You honestly and sincerely adhere to the statement that ricksha coolies leave that shed four at a time?—Yes. Sometime it has happened that the first four went out when signalled but the second four went out before being signalled.

The defendant remarked that that was his case. It was impossible for the policeman to control the traffic properly.

Witness admitted that the defendant had offered him compensation at the Police Station, and that Mr. Burlingham had refused to let him accept the money then.

Defendant: If you had been allowed to accept it you would have been satisfied?

Witness: Yes.

Defendant: And if I had paid Inspector James five cents for his laundry the matter would have ended there.

The Indian constable on duty at the Ferry was then called. He said that the ferry had just arrived and four rickshas left the stand. In reply to questions witness said that he never gave the ricksha any signals to leave the stands.

The signal lights for other traffic were not being used but he controlled all vehicular traffic by hand. Witness added that the defendant did not indicate that he was going to the traffic post and he therefore gave him no signal. The car went under the verandah and out of his control.

Defendant: Is it not a remarkable and phenomenal fact that you have paid an abnormal amount of interest to this particular car at this particular time? It passes a man's comprehension that you should do it?

Witness replied that he always remembered any offence which was committed in his beat.

Haynes then heatedly said that if the traffic constable could honestly and truthfully say that he was able to cope with all the in and out-coming traffic in that locality, he (the witness) would be insulting the intelligence of Sub-Inspector James.

CASE ADJUDGED.

This concluded the evidence for the prosecution and his Worship said that he would have to adjourn the case before the defence was called.

The defendant replied that after what he had heard he did not think it was necessary to call evidence and therefore he thought he was right in saying that he had the last word.

After consideration his Worship said that the Star Ferry was a dangerous point and he thought it might be as well if what defendant saw when he approached the ferry were put before the Court.

The case was accordingly adjourned till 3 p.m. next Monday.

Shadows Before**COMING EVENTS ANNOUNCED IN THE "MAIL."**

To-day—Queen's Theatre; "A Little Journey."

To-day—World Theatre; "Wages of Virtue."

To-day—Star Theatre; "Wild Wild Susan."

July 12-14—Queen's Theatre; "Mother Macree"; also at 9.20 p.m. the Band of the 1st Bn. K.O.S.B. (By kind permission).

July 12-14—World Theatre; "Upstage."

July 12-14—Star Theatre; "Women Love Diamonds."

July 20—Promenade concert at Volunteer Parade Ground at 9.15 p.m.

Lammett's Auctions. July 12—At Sales Room, 4 Duddell-st., valuable collection of curios, 2.30 p.m.

Meeting. July 14—Meeting of Creditors of the Yuen Yn Company, Ltd., at 6, Des Voeux-road, C.H., noon.

NEW TALENT.**APPEAL BY HONG KONG A. D. C.****COMING PRODUCTIONS.**

At the recent annual general meeting of the Hong Kong Amateur Dramatic Club, the rules of the Society were amended so that the maximum number of members is now 100 instead of 40. No distinction in future will be made (says the report) between playing and non-playing members.

It is hoped to produce three plays during the course of the season, but a definite programme has not yet been fixed.

The Committee are very anxious indeed to get new members, especially playing members, and an appeal is made to anyone who has had experience of acting to come along, like novices who feel they would like to try their hand are also welcome. There is a lot of talent in the H.K.A.D.C. and a beginner will find both friendly and helpful colleagues. Many a star has radiated among amateurs so there is a big chance for future Gladys Cooper and Gerald du Mauriers.

So far the response for members has not been too encouraging.

The Accounts.

The "Bill Dog Drummond" account showed a profit of \$194, the total receipts being \$5,290, and the expenses \$4,096—so play producing in Hong Kong is an expensive luxury. The hire of the City Hall was \$1,07 and scenery accounted for another \$1,100. The general account shows a balance in hand of \$439 which is not too much capital with which to launch on another production.

The Committee.

The following committee has been elected for the current year: Mr. W. A. Hanibal (President), Lieut. Colonel S. Bostock, C.B.E., R.A.M.C., Capt. J. B. H. Doyle, R.E., Mr. R. E. Lindsell, Mr. E. I. Wynne-Jones, Mr. M. Maas, Mr. H. J. Brown (Hon. Secretary and Treasurer).

The Report.

The report for last season stated:—During the past season "Bulldog Drummond" was the only play produced. The public reception was very favourable but owing to heavy expenses the profit was small. Seven performances were given. The Club extends its thanks to Major Macready, the producer, and to all those who took part in making the play the success it was.

It was impossible to stage more than one play, partly owing to the fact that repairs to the City Hall were started in February, and partly owing to illness; had it not been for the latter cause "Hay Fever" by Noel Coward would have been presented.

After the final performance of "Bulldog Drummond" an appeal was made to those willing to take part in the Club's performances to communicate with the Secretary. This was reported in the Press but the response was very disappointing. It is hoped that members hearing of new talent will put it in touch with the Secretary.

The thanks of the Club are due to Mr. R. Young, C.A., for kindly auditing the accounts.

The existing Committee consists of:—Lt. Col. J. S. Bostock, C.B.E., R.A.M.C., Mr. H. J. Brown (Hon. Secretary and Treasurer), Capt. J. B. H. Doyle, R.E., Mr. R. E. Lindsell, Mr. M. Maas, and Mr. E. I. Wynne-Jones.

According to the Motril (Spain) papers, in an explosion on board a motor trawler near there, the engineer was burnt to death and two hands so badly wounded that they died on admission to hospital. A fourth is in so bad a condition that his life is despaired of.

THE PSYCHIC HEALER CURES "DIABETES."

I had been suffering from 'diabetes' for many years. I had gone under many treatments, but all in vain. I had no hope of recovery. I was told by one of my friends to see the 'Psychic Healer' now staying in the Hotel Savoy. So, I went to consult him, who gave me a few 'Tawizes.' I acted according to his instructions and now I am completely cured of my disease.

I offer my sincere thanks to the renowned 'Spiritualist.'

(Sgd.) E. S. YIP, 57, Caine Road, Hong Kong, 6th July, 1928.

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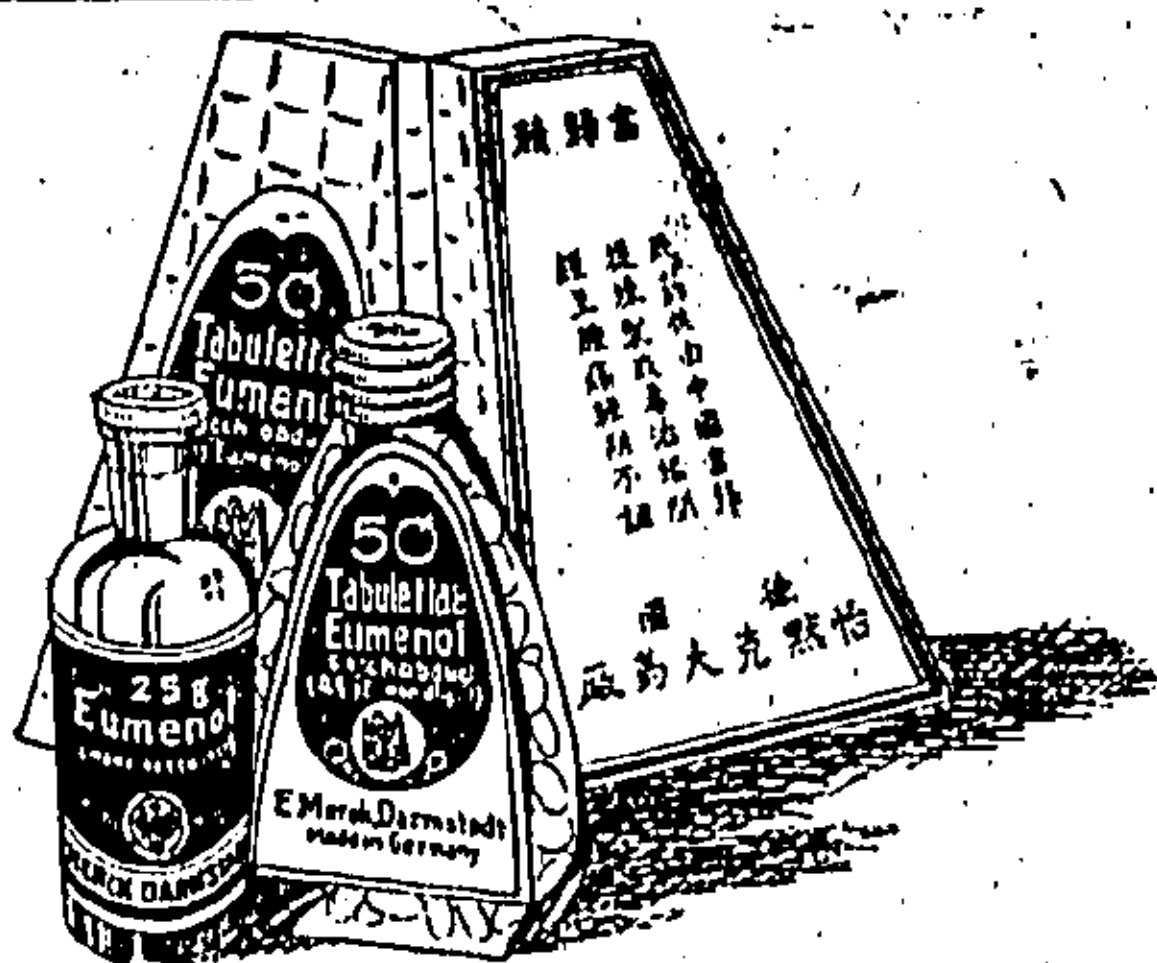
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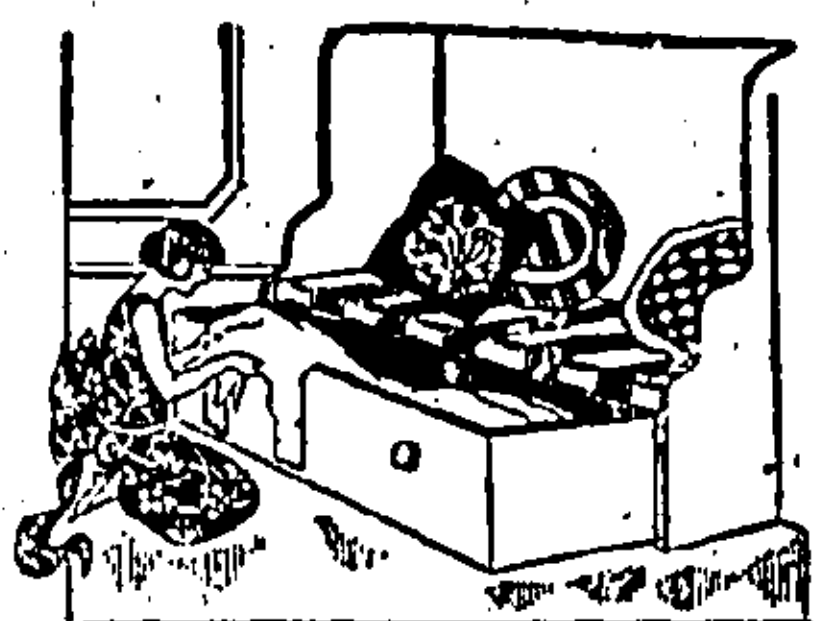
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CORRESPONDENCE.

THE "KOCHOW" ENQUIRY: COURT'S FINDING.

[To the Editor of the "China Mail."]

Sir,—The primary object of every Marine Enquiry now-a-days is, or ought to be, the determination of the causes of the casualty under investigation and what recommendations are considered necessary in order to avoid a recurrence under similar conditions. This procedure in the above case cited has been, with but minor reservations and exceptions, almost wholly overlooked in a revival of that pernicious and now generally discredited practice of finding a victim which, in this instance, is again that poor, unfortunate scapegoat, the over-burdened shipmaster.

To those of his ilk familiar with the locality, and who, like myself on one or two occasions, have so narrowly escaped the fate which befell the master of the "Kochow," its dangers and difficulties are all too well known; and had the Court in its composition secured the services of those men, I venture to think its deliberations would have been productive of more good as well as fairness to those involved in them. For, in my opinion, based on the knowledge of ten years experience on the Wang Mun Bar, the chief cause of the disaster investigated by the Court was undoubtedly owing to the inadequate and now misleading method of marking the tortuous, changing channel, which crosses it, and which makes its navigation so difficult and uncertain;—all other reasons, such as overloading, absence from the bridge, currents and the prevailing conditions, for which the master was held in default, have their extenuating and relative aspects, and if at all contributory to the immediate result of the original cause, are but subsidiary to it.

This is demonstrably evident in the numerous groundings, on both sides of the channel, by every vessel navigating in the vicinity, which can be proved by the testimony of their several masters. The two lights marking the bar, when first established, may have indicated the direction across it; but that has now changed so much that without other aids, say a lighted buoy near the extending spit N. E. off Crag Island, the channel can only be negotiated and maintained with the nicest judgment, local knowledge, and at times, a large amount of guesswork. In all these qualities the Chinese pilot, though uncertified and mostly ignorant of all other nautical or navigational knowledge except the "Rule of the Road," is much superior to his foreign and less experienced colleague, and having served all his life, maybe, in that particular trade or run in which he has become perfectly familiar and competent, he would be a foolhardy master who, under ordinary circumstances, would interfere with his specialised duties. Furthermore, in some firms where the pilot is an older and more trusted servant than the master, their relative duties and positions are more confidentially defined, any breach of which being detrimental to all concerned would prove still more disastrous for the master than any imaginary risks he might run in observing them.

Mindful of these reflections, therefore, and the fact that an assistant, or No. 2 pilot, of less experience is always carried by all West River steamers, a master may be induced to so arrange the watches that he will always be on the bridge with him, to attend and help with his own knowledge the immature experience of the other. If this laudable custom was practised by the master of the "Kochow" it would explain his absence from the bridge at the time of the stranding; and considered with reference to my previous remarks on this subject, should exculpate him from all blame on this charge. There are many other equally dangerous places on the river where an accident may happen at any time; but it would be unreasonable and unjust to expect the master's attendance at them on all occasions—flesh and blood could never stand it! But supposing, just for the sake of illustration, that some impossible paragon of a master did essay to try it, and at the last spot, that happened which all his previous vigilance had helped to bring about and made him physically powerless to avert. Would a discriminating Court acquit him of what his foolishness had occasioned, or condemn him for the action he had striven to avoid? To concede these points is to surrender all the rest.

A shipmaster (legally) has been erroneously regarded as omiscient and infallible; is he now to be and with omnipotence as well? It seems that he should if he is also to be held responsible for the loading and stowage of the cargo. This duty, as is so well known, has always been performed on the China coast by the numerous Compro's staffs carried on all the ships for this purpose, and with the

single exception of one local Company, I believe, is still the usual practice with all the others. That it should be so can be shown by examples far too numerous and involved to be here illustrated; as also, in the case of West River steamers, should the present system ever be changed, by possible "enquiries" of quite another nature, with a dearth of ships, and officers and crews to man them. All the more surprising is it then that the Court was seemingly unaware of these facts, as is evinced by the "note" recording it.

Further was it stated that: "The Court is satisfied that the stability of the ship is satisfactory with the cargo properly stowed;" and that no evidence had yet been adduced that the cargo was improperly stowed.

But in the indictment against the master, particular emphasis was laid on the fact of his proceeding to sea with the ship overloaded, this being the principal inquest, presumably, for which he was found in default. This being admitted by the master, I shall make no attempt to defend or blittle its importance in a question of this kind, but only draw attention to the frequency with which it was permitted in the near past and its pertinency to all in the river trade which only they can appreciate and understand. But if it can be shown, as I think it can, not only by more expert opinion than was available at the time, but by inferences drawn from the evidence submitted to the Court, that this offence for which the master has so dearly paid did not in fact contribute to the mishap in which he was arraigned, it should not have influenced the Court in the major matter it was convened to decide, but been separately tried when a nominal fine would, I think, have met the case.

With regard to the third and last fault for which the master was held to blame—an assumed error of judgment "in attempting to cross the bar under the prevailing conditions," I cannot find in the deposition of any one of the witnesses, a title of evidence in support of it. Personally, I cannot conceive of any weather, conditions other than strong winds with a rough sea and a state of the atmosphere when the lights would justify a master in not attempting to cross the Wang Mun Bar in any vessel now regularly doing so. On the night in question neither of these conditions prevailed, and the five knot current which it was alleged was then running transversely to the "Kochow's" course would not be felt nor suspected until they were on it. It would be about neap tides too, and the master's knowledge of there having been freshets in the river which, in itself, anticipatory in its suggestiveness of strong tides would, both together, reassure him of the depth of water in the Channel for his draft, which the pilot's assertion that the current was stronger than even he had anticipated, and the mate's sounding of twenty-five feet just before the vessel struck, both go to prove him right in his conjectures. I must, therefore, in this too, support the master in his judgment of crossing the bar under these circumstances. It is a singular and extraordinary commentary upon this case which makes me anxious to think, when scrutinizing the "Finding of the Court," one fails to find if we exclude the condemnation and penalization of the unhappy and to-be-pitied master, one single definite result of all its labours, or justifications for its *raison d'être*. Everyone knows that the stability of a ship is satisfied when the cargo is properly stowed! And that it was so towed is proved by the evidence; why not let it go at that? The all important question in a case of stranding is, in my opinion, the navigation which, in this instance, was solely and authoritatively in the hands of an uncertified Chinese pilot. Why was he not exhaustively questioned and examined on his abilities to navigate the bar which, in its present unsatisfactory condition of pilotage aids, requires a high degree of intelligent judgment to do so? May the stranding not have been due to his lack of this, or some other fault or mistake on his part for which he alone should be held responsible? Was the ship out of the deepest part of the channel when she struck? And if so, under what combination of circumstances did she get there? What caused her to list and sink? The current alone, or even with the water entering the main-deck through the cargo ports would not do so with the ship aground, unless she had swung round the knuckle of some steep bank and slipped into deeper water, when the water might have penetrated the hold. Were the hatches tarpaulined and battened down? How was her head and the direction of the current just before she sunk?

All these matters and many others suggested or embodied in the contents of this letter could have been elicited by a judicious ques-

tioning of the witnesses; and the neglect of such an obvious duty by the Court, quite apart from its failure to secure the best local advice in these affairs, is an omission which depriving its "Finding" of many recommendations to its usefulness, is inexcusable.

The Finding as it appears to me (with the exception, of course, of that portion referring to the master and the recommendation for a Government Commission) could have been gleaned by anyone from the ship's logbooks. It is merely a summary of the happenings on the ill-fated passage; that and no more.

I have already in two or three previous references drawn attention to the composition of the Court; but I must now call in question, if not the legal the inappropriate character of its constitution, and the validity of its judgment.

On all those grounds Captain Morgan would be well advised through the medium of the local Guild or other representative body to appeal to the Board of Trade for an annulment of the Court's finding and the return of his certificate. For one thing, however, all British Merchant Navy officers out here will be thankful to the Court, and that is the gratifying announcement of its recommendation: "that a commission will be appointed by the Government of Hong Kong to enquire into the general conditions under which British ships operate in this (the West River) trade." This is a measure which has long been needed, giving rise to the liveliest feelings of satisfaction and confident hope that his, the officer's position and prestige which since the pitiful surrenders of 1922-1925 have been so precarious and reduced may be regained and his future made secure. His position in all West River steamers vis-a-vis the pilot's is a very anomalous one which, I trust, the proposed commission will endeavour to more particularly define.

It is partly in support of this that some allusions in my letter have been penned. For the rest I claim the privilege of fair and honest criticism in the individual and public good. If in my review of the Court's proceedings and finding my remarks savour too much of the hypercritical, I can only plead the right of every honest seaman to speak his mind in the defence of another; and that if I have of necessity, though unintentionally, hurt the susceptibilities of any single member of the Court, I beg of him as one brother sailor to another to take it in the spirit it was meant.

Yours, etc.,

G. J. SPINK.

Master

"S.S. Tai Ming".

LIFE SAVING.

[To the Editor of the "China Mail."]
Sir,—The local press has during the past week paid some considerable attention to the subject of life-saving, owing to a recent case of drowning. I do not know whether any interest was taken in life-saving prior to 1927. In that year Commander Merriman of H.M.S. "Vindictive," who was proceeding home, persuaded me to undertake the work of Local Representative and Examiner to the Royal Life Saving Society of Great Britain. The Society were pleased to give their approval. Last Summer, King's College and the Hong Kong Corps of the St. John Ambulance Brigade Overseas became affiliated to the R.L.S.S. and classes of instruction were immediately formed. In the Autumn the Boy Scouts Association also became interested in the work of the Society. In addition I had the pleasure of examining two Naval Classes and one Military class, on which examinations several of the Society's Bronze Medallions and Proficiency Certificates were awarded. Service men are invariably keen and enthusiastic about work of this nature, spending much time and trouble in making themselves efficient—a very marked contrast to the apathetic attitude of the average civilian, as has been many times exemplified.

This year the South China Athletic Association has become affiliated, and it is confidently expected that other local Clubs will follow the excellent lead set by them.

In order to spread the work of the Society as far as possible, I should be only too pleased to give information to anyone who applies to me. I am particularly anxious to get in immediate touch with service men—and others—who have at any time obtained any of the Royal Life Saving Society's awards as I am badly in need of the assistance of instructors and trainers. There are two Military and several Chinese classes at present existing, and more in course of formation.

Thanking you for the courtesy of publication, and trusting I shall receive the support of the local Press.

Yours, etc.,

F. K. MURRELL-EWART.

R.L.S.S. Examiner.

King's College.
Hong Kong, July 9, 1928.

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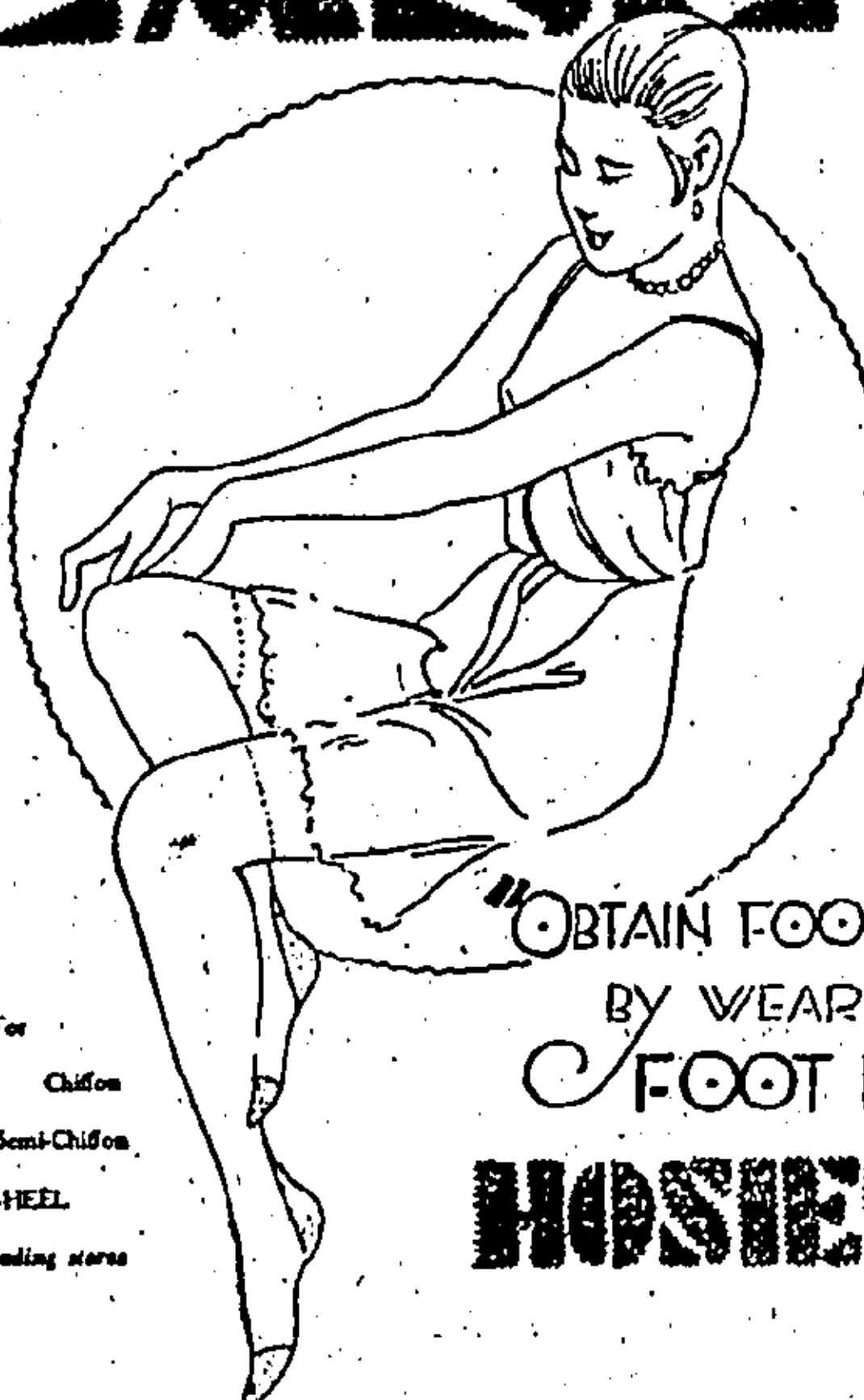
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Sport Columns

WOMEN AT TENNIS.

COULD THEY EVER BEAT MEN?

BETTY NUTHALL'S VIEWS.

How is it, I have often wondered, that girl and women lawn tennis players fall so very far short, in point of ability, of the men? So asks Betty Nuthall in the June "Pearson's Magazine."

It is an almost undisputed fact, she continues, that we do, although at times there has been talk of matches between first-class players of opposite sexes. Such matches could, in the opinion of all the best judges, have only one result, which would be to show that the difference in the standard of play is even greater than we realise.

There are stories told, only very quietly, in the lawn tennis world, of such matches being played. They have not been public affairs and they have had lamentable results for us. As long ago as the time of the late Laurence Doherty, so I have heard, such a match was arranged in the North of England—privately, as I say—with such disastrous results for a then famous lady player, that for years the subject was never seriously considered again.

It came up again a year or two ago, when Mr. Tilden, then champion, decided it for his own satisfaction, by playing what was looked on as a level game, against a famous lady player, but handicapped himself by the simple expedient of losing the first three points in each game. He did not, I believe, lose one single game outright, even then! Wherein, then, lies the great difference?

In the first place, it is certain, a great deal can be put down to the difference in the physique of men and women. Lawn tennis is not like football, or boxing, or even running, which call for great physical exertion; but it is a mistake to think that physical strength and endurance do not play a very important part in this game of ours. It is not longer a gentle amusement for an afternoon tiff, as everyone who has seen any first-class lawn tennis will be fully aware. It calls for a high degree of physical fitness, and more than that. I have seen even men players in a state of collapse after a hard five-set match on a broiling day, and three sets, the most we are called on to play often have the same result for us. Here, alone, then, is a difference of nearly half!

BASEBALL.

SENIOR DIVISION SCHEDULE.

All local League games in future will be on Saturdays at four o'clock in the afternoon. The "off" teams will arrange with the U.S.S. "Sacramento" or the U.S.S. "Ashville" for games, providing the diamond is available and the vessels are on the harbour.

The schedule for the senior division is as follows:

July 14: Filipino Baseball Club v. South China.
July 21: Hong Kong Baseball Club v. Filipino Baseball Club.
July 28: Hong Kong Baseball Club v. South China.
Aug. 4: South China v. Filipino Baseball Club.
Aug. 11: Filipino Baseball Club v. Hong Kong Baseball Club.
Aug. 18: South China v. Hong Kong Baseball Club.
Aug. 25: Filipino Baseball Club v. South China.
Sept. 1: Hong Kong Baseball Club v. Filipino Baseball Club.

NEW C.S.

STRAITS SETTLEMENTS APPOINTMENT.

MR. JOHN SCOTT.

We are officially informed (states the "Straits Times") that the Secretary of State for the Colonies has selected Mr. John Scott, C.M.G., Chief Secretary to the Government, Tanganyika Territory, to succeed Sir Hayes Marriott, K.B.E., C.M.G., Malayan Civil Service, Colonial Secretary, Straits Settlements. Mr. Scott will proceed from Tanganyika to Singapore to assume the duties of his appointment when Sir Hayes Marriott retires.

It was recently announced that Sir Hayes Marriott will remain here as Officer Administering the Government until H.E. the Governor returns from leave towards the end of the year.

BLOW TO AMATEURS.

ARGONAUT FOOTBALL CLUB'S FAILURE.

NO ADMISSION.

London, June 6. The Argonauts, the contemplated amateur club, to-day were defeated in their application for membership of the Football League. There were five candidates for election to the Southern Section of the Third Division of the League and Argonauts, with 16 votes, were third in the poll, the retiring clubs, Torquay United and Merthyr Town, being re-elected.

Mr. "Dick" Sloley, the old amateur international and Cambridge Blue, who conceived the idea of The Argonauts last December, and has since, as hon. secretary, done a vast amount of preparatory and organisational work, attended to-day's "Football Parliament"—the annual meeting of the Football League in London—with some other well-known amateur club officials who have assisted him.

Knocked on the Head. "This has knocked The Argonauts on the head," he said to an "Evening Standard" representative when the ballot was declared, "and I'm afraid it may be a long time before an amateur club seeking to play in League football will get so near again. We had met and overcome many difficulties, and actually had a playing list in mind of more than thirty amateurs—all honoured in representative games—who wanted to play for us."

"We did not propose to compete with anyone. We should have included any footballer who could play well enough. The idea was to play two or three sides besides the League team. One side would perhaps have played games with the schools, and so accomplished, I think, valuable missionary work. Another side might have gone into the Southern League. We had arranged to play at Wembley, and as we should have had no wage-bill I think we should have managed very well."

Held Their Own. "We should have held our own, though nobody ever expected that The Argonauts would go straight up into the First Division. Everything has to have a beginning, and this was the first step towards the representation of amateur football in League play. It has failed."

As was the case a year ago, when Torquay United took the place of Aberdare Athletic in the Southern Section, there will be only one change in the membership of the League. This year it is in the Northern Section, Carlisle United having been elected instead of Durham City.

New Northern Club. There were five applicants for the two places in the Northern Section, and the voting resulted:—Nelson, 37; Carlisle United 33; Durham City 11; York City 7; Chester 2.

The Championship Shield of the Third Division (Southern Section) was presented by Mr. M. F. Cadman, of Tottenham Hotspur, to Millwall.

FOOTBALL TOUR.

C. C. Y. M. S. GO TO KWONG-CHAUWAN.

The Kwong-chau-wan Sporting Club has sent two representatives to Hong Kong to invite the Football Team of the Catholic Young Men's Society to make a football tour to Kwong-chau-wan to play a series of matches with the Sporting Club, the Army, and the Navy. The local team, under the management of Mr. J. S. Shak (Vice-President of C. Y. M. S.), will set sail to-day by the "Tai Po Shek" at 4 p.m.

FOR GENEVA.

London, Yesterday. The British delegates to the forthcoming meeting of the Assembly of the League of Nations will be Sir Austen Chamberlain, Lord Cullen, Sir Cecil Harcourt, Sir E. Hilton Young, Dame Edith Lytton, and Mr. A. Duff Cooper, M.P., Finance Secretary to the War Office.—British Wireless Service.

GERMAN RECOVERY.

REPARATION PAYMENTS NEARING £125,000,000.

MR. PARKER'S REPORT.

Mr. Parker Gilbert's interim report on the working of the Dawes Plan, which covers the period ending May 31, was issued on May 31. It is a weighty and yet a commendably clear volume. There is little in its contents calculated to raise excitement in either the debtor country or the creditor countries. The old point that Germany must establish a real central control over her financial system is pushed home with great discretion, so there is no reason to expect a chorus of resentful retorts from the paladins of local autonomy in Bavaria and the other States, nor is the necessity for an early revision of the plan harped upon. Mr. Gilbert has wished to soothe nerves on all sides, reports a Berlin correspondent to the "Manchester Guardian."

In the period under review Germany has made all payments required by the plan regularly and punctually. This is the last year of the provisional period of gradually ascending payments. The fifth year, which is the first in which payments reach the standard level, begins on September 1. At that date the total annual payment rises to £125,000,000, of which half is to come directly from the Budget of the Reich. Thereafter the rate of payment can only be varied with reference to a shifting prosperity index or in consequence of a large variation in the value of gold.

GERMANY'S RECOVERY.

The German Finance Minister declared not many months ago: "I see no means, even with the best possible will in the world, of our succeeding in raising the sum." This pessimism is not, it seems, shared by the Agent General. He declares that the years which have so far run have amply confirmed the expectation of the London Conference experts that it lies within the power of the German people to carry this burden without lowering their standard of living below the expected European level. The economic recovery of Germany, states Mr. Gilbert, has made steady progress and is still on the upward grade, although signs are not lacking that the peak is close at hand.

The rapidity of this recovery has produced some bad effects, notably a certain recklessness in local public expenditure, with a corresponding recklessness in borrowing, but more sober counsels are prevailing, and meanwhile the revenue has shown a vitality which gives striking evidence of the growing income, consuming power, and taxable wealth of the German economy.

Mr. Gilbert's report has to do with the detailed realisation of the Dawes Plan in the immediate past and future, avoiding all the larger and more obscure issues which are debated with such heat by the economic theorists. On the social effects of the reparations burden he has nothing to say. Neither of the rival schools of economists will find much grist for their mills in this report—neither those who for some years have been prophesying the almost immediate breakdown of the plan nor those (at this moment somewhat vocal) who, by prodigious process of mental gymnastics, reach the conclusion that the apparent burden is clearly illusory, that the more wealth you pump out of Germany down one channel the more she automatically and, as it were, sub-consciously sucks in by another. Mr. Gilbert leaves brilliant performers to themselves, and concentrates upon the aspects of the problem comprehensible to the ordinary man.

NO ANXIETY.

His conclusions are:—
1. Germany has so far been able to pay, and has loyally done so.
2. The raising of the annual sums due is well assured for the near future.
3. The transfer operation has not proved impossible, nor is there any ground for immediate anxiety.
4. Production costs are, however, very decidedly on the increase—this process cannot continue indefinitely without danger to reparations.
5. There is still room for a gradual and profitable reorganisation in the public financial system.
6. The stability of the mark is for the moment above suspicion.

The advice tendered by the Agent may be summarised: "No anxiety—but no rashness."
FUNDAMENTAL PROBLEM. In a concluding note the Agent General for Reparations says:—
I believe, as indicated in the conclusions to my last report, that the fundamental problem which remains is the final determination of Germany's reparation liabilities and that it will be in the best interests of the creditor Powers

BOMB OUTRAGE.

TWO RUSSIANS KILLED IN MOSCOW.

"WHITE" ATTEMPT?

Moscow, Yesterday. A home-made bomb, allegedly thrown by two "White Guards," exploded outside the passport bureau of the State Political Department.

One Red soldier was killed and another seriously injured. One culprit, an ex-officer of Wrangel's army, was killed while fleeing and another, "White Guard" refugee was arrested.—Reuter.

DOMINION TOUR.

OBJECTS OF LORD LOVAT'S TRIP.

London, Yesterday. The Rt. Hon. W. G. Ormsby Gore, Under-Secretary for the Colonies, stated in reply to a question that no special directions had been drafted for the purpose of the impending visit to Canada, Australia and New Zealand of Lord Lovat, Under-Secretary for the Dominions. He hoped to discuss matters relating to overseas settlement with the authorities and any representatives of any organisation in the Dominions which he was visiting and to negotiate such extension of present policy as might appear feasible. It was not intended that any scheme should be held up until the conclusion of the tour. All cogent subjects relating to emigration, it was stated, would be under review.—British Wireless Service.

A TRAGEDY.

DEATH SENTENCE FOR KILLING A MAGISTRATE.

Calcutta, Yesterday. The Mahomedan who murdered the magistrate has been sentenced to death.—Reuter. [The above tragedy was referred to in a telegram dated Chittagong, April 20, which stated that a Mahomedan has stabbed to death the district magistrate, Mr. G. H. W. Davies.]

RELIGIOUS LAWS.

WHAT IS TAKING PLACE IN MEXICO.

Mexico City, Yesterday. The secret police have arrested on a charge of violating the Religious Laws, 50 Roman Catholics, including a priest, at a private house fitted up with an altar and the necessary vessels for conducting mass.—Reuter.

SHANGHAI DOCKS.

504,000 TAELS PROFIT LAST FINANCIAL YEAR.

The profit of the Shanghai Dock & Engineering Co., Ltd. for the last financial year, Messrs. Moxon & Taylor, the stockbrokers, learn, is announced as 504,000 taels. The company has declared a dividend of 7½ taels per share. [Note: The issued capital is 4,140,000 taels. The financial year closes on April 30. The last dividend was 6½ taels.]

HELD IN TRUST.

\$16,000 ESTATE TO PASS TO A SON.

Probate of the will of the late Mr. Chung Hon-tso, described as a gentleman of Macao, who died on Sept. 3, 1927, has been granted to his widowed mother, Chung Lam Shi, of No. 4, Bonham-strand East. The estate is valued at \$16,000. The will, hand-written in English, was made in 1911. The mother is appointed executrix to hold the estate in trust until deceased's son attains the age of 21 when it will be handed over to him. His education and maintenance in the interval is to be provided out of the estate, according to the will. Deceased died at Chanchuen, in the Shuntak district.

TATTOO EMBLEM.

A large number of entries has been received for the Tattoo Emblem competition. The "China Mail" is authorised to state, however, that further entries bearing to-day's postmark will be accepted. To-day, of course, is the closing date. The prize is \$30. Entries should be sent to Mr. J. H. Hunt, general secretary, c/o Y.M.C.A., Kowloon.

London, July 8.—The King to-day received in audience: Sir Horace Rumbold, his appointment as Ambassador at Berlin.—British Wireless Service.

and of Germany alike to reach a final settlement by mutual agreement "as soon" to use the concluding words of the experts, "as circumstances make this possible."

SIR J. HODSON.

DIES IN EAST COAST TRAIN.

A WAR KNIGHT.

Edinburgh.—Sir James W. B. Hodson, a leading Scottish surgeon and a former president of the Royal College of Surgeons, was found dead in his sleeping berth in the East Coast London to Edinburgh express.

Sir James was returning to Edinburgh from the meetings in London of the General Medical Council. The train had reached Dunbar, only 25 miles from Edinburgh, when the tragic discovery was made by a train attendant.

It is understood that death was due to heart failure. Sir James was 70 years of age.

As a major of the R.A.M.C. (T.F.) he served throughout the European war, being twice mentioned in despatches, and was awarded the C.B.E. In 1920 he was made a Knight of the British Empire.

His knighthood was given for services during the war and in recognition of high professional distinction. News of Sir James's death was received at the offices of the General Medical Council in London with surprise and deep regret.

"He was here yesterday afternoon," said the Registrar to a representative, "and was present throughout the session."

"He told me he thought he had caught a chill. Certainly he looked far from well. He was a keen, energetic man, who would carry on without saying much about any disability from which he might be labouring. He left here to take the train home, having been in London since last Sunday week."

Sir James had been a member of the General Medical Council since 1906. He was a representative of the Council on the Central Board.

The late Sir James Hodson was educated at Sherborne School, Queen's College, Belfast, and at the University and School of Medicine, Edinburgh. He also studied at London, Vienna, and Paris. Among the appointments he held was consulting surgeon to the Royal Infirmary, Edinburgh.

The ranks of local swimming enthusiasts and hotel men will shortly be joined by Mr. R. W. McCabe, who is a passenger on board the "Rampura," says the "Singapore Free Press." Mr. McCabe hails from Shanghai. He is now on his way to take up the management of the Grand Hotel, Ipoh. As late as last season, 1927, he annexed the 440 and 880 yards free style championships of Shanghai, and also won the 100 yards breast stroke title at the gala of the Cercle Sportif Francaise. He looks forward to enjoying the more even tenor of life in the F.M.S. after the "storm and drang" of Shanghai during the past few years.

WATER SUPPLY.

Level and Storage of water in Reservoirs on July 1, 1928:

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1927	1928
Tyam	1' 10" 4"	6' 4"
Tyam Byewash	8' 9"	12' 3"
Tyam Intermediate	L. B.	105.30
Tyam Tuk	L. L.	
Wong Nei Chung	7' 8" 13' 10"	
Pokfulum	9' 11" 14' 10"	
[Note: E denotes "Below Overflow"; A denotes "Above Overflow"; L denotes "Level with Overflow"]		
Storage in millions and Decimals of gallons.		
	1927	1928
Tyam	309.49	347.32
Tyam Byewash	11.2	12.33
Tyam Intermediate	105.00	105.30
Tyam Tuk	1,419.00	1,419.00
Wong Nei Chung	21.08	14.84
Pokfulum	44.48	34.34

Total

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of June.

Consumption

Estimated population

Consumption per head

Constant Supply in all Rider Main Districts during June, 1927 and 1928.

KOWLOON WATER WORKS LEVEL.

	1927	1928
Kowloon Reservoir	L. L.	
Shak Lai Pui Reservoir	2' 7"	Do.
Reception Reservoir	0' 11"	11"
Storage in millions and decimals of gallons.		
	1927	1928
Kowloon Reservoir	322.50	362.50
Shak Lai Pui Reservoir	50.45	116.10
Reception Reservoir	30.78	
Total	422.95	499.33
Consumption of water in Kowloon in millions and decimals of gallons during the month of June.		
	1927	1928
Consumption	97.98	100.12
Estimated population	180,050	165,700
Consumption per head	20.3	21.3
Full Supply in all districts during June 1927 and 1928.		
The Government Analyst's reports show that the quality of the water is satisfactory.		
Total rainfall to June 30, 1927, 63.45 June 30, 1928, 48.28		



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Bank, 4 months' sight

Credits, 4 months'

Documentary 4 months'

On Paris—

On demand

Credits, 4 months'

On Berlin—

On demand

On New York—

On demand

Credits, 60 days' sight

On Bombay—

Wire

On demand

On Calcutta—

Wire

On demand

On Singapore—

On demand

On Manila—

On demand

On Shanghai—

On demand

30 days' sight (private paper)

On Yokohama—

On demand

Gold Leaf, 100 fine

(per tael)

Sovereigns (Bank's buying rate)

Silver (per oz.)

Bar Silver in Hong

Kong

Chinese Copper Cash nom.

Chinese Copper Cents 6% prem

Rate of Native interest

Chinese Sub. Coin

Hong Kong Sub. Coin Par.

—British Wireless Service.

LONDON EXCHANGES.

London, Yesterday.

Paris

New York

Brussels

Geneva

Amsterdam

Milan

Berlin

Stockholm

Copenhagen

Oslo

Vienna

Prague

Helsingfors

Madrid

Lisbon

Athens

Bucharest

Rio

Buenos Aires

Bombay

Shanghai

Hong Kong

Yokohama

Silver Spot

Silver Forward

—British Wireless Service.

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RADIO TOPICS

RECEPTION ON TRAIN

NOVEL WIRELESS EXPERIMENT.

London, May 21.
At the request of the Australian Press Association, the London and North Eastern Railway attached a special van to last night's Hatfield train, to allow Mr. C. K. Allen, a wireless amateur, to make an attempt to pick up 3LO Melbourne while the train was travelling en route to Edinburgh. Two switches, acting on wire-netting, served as aerial and earth. To show how accurate the Melbourne town clock is it began to chime 5 o'clock at the moment the train steamed out from King's Cross Station. This was heard very distinctly on the loud speaker, thus betokening successful transit and reception, but atmospheric conditions were shocking. Davenport reporting thundery conditions everywhere. Nevertheless, as the train slowed down at New Barnet Station at 8.25 p.m., the loud-speaker recorded very plainly three bars of "Yee Banks and Braces o' Bonnie Doon," but after that atmospheric conditions were supplemented by the constant jamming of a continuous wave signal of a Morse station, probably the same one that blotted out Friday's special 3LO transmission.

Not until 9.25 p.m., on the return journey, did Melbourne come in again, and some one was heard speaking very faintly. Several snatches of music meanwhile were heard on the headphones. Mr. Allen's wireless collaborator, Mr. McMichael, is confident they will do better aboard the Austral-Scots train to Scotland on Wednesday night, for which it has been suggested that 3LO should send out a special programme, consisting of Australian news, including crop prospects and greetings from Scottish organisations. As a second string Mr. Allen proposes having 3LO relayed from an amateur station, so that it can be transmitted to the train, in the event of direct reception failing. A decision upon this matter will be reached to-morrow. If this is carried out it will be necessary for 3LO to transmit between 9 a.m. and 9 p.m. British summer time, in order that the programme may be picked up between Newcastle and Edinburgh.

NOISE TROUBLES.

A likely source of trouble, and one that, after being distinguished from static, is likely to cause a lot of head scratching before it is located, is a partial break in one of the battery leads. Flexible wire is almost universally used in these connections on account of the amount of twisting and straining that it will undergo before breaking, but even the best of flex fails sometimes, and when it does the breakage is not apparent, on account of the cotton and rubber covering holding the broken ends together. This fault, when it does not put the set out of commission, is responsible for a lot of crackling and fading of signals. The methods of determining if the leads are faulty are simple. The trouble may be located either by substituting new battery leads or testing the suspected wire with a volt-meter and a dry cell. If a volt-meter is not handy, a pocket lamp bulb may be substituted. A flickering either of the volt-meter needle or the bulb indicates trouble. In making the test it is advisable to shake the wires in order to separate the broken ends, if any. Corroded battery clips or terminals will occasionally either stop or partially stop the valves from lighting. The hard scale that forms on them after a considerable period of use eventually attains a very high resistance, often high enough to completely stop any flow from the battery to the set. The remedy is to remove the scale with a file, and smear vasoline on the affected parts. By doing so any chance of the battery leads becoming eaten away is obviated.

BEAM WIRELESS.

STATIONS THAT CAN REVOLVE.

NAVAL EMERGENCIES.

A revolution in methods of beam wireless transmission, under which the beam may be switched from one part of the world to another just as a searchlight can be focussed on any point, may be the outcome of experiments on which Senator Marconi is to embark in. Senator Marconi, who has returned to London from a cruise on his yacht "Elettra," in a special interview with the "Evening Standard" described his plans for the new investigations, which will be continued throughout the summer. "The trip from which I have returned," he said, "was mostly for the benefit of my health, but I made various tests with short waves and long waves, which show that the possibilities of short waves are even greater than they were believed to be. These experiments were not very important, but in ten days I am starting on serious methodical tests. They will concern new types of beam transmission, and wave lengths which have not been investigated so far for long distances."

Fewer Stations.

With regard to the new beam transmission, Senator Marconi said:—"I am going to experiment with beam stations which can turn round. At present beam stations are fixed. America cannot be turned on Japan. India cannot be utilised for Russia or the North Pole. Now I am going to try a type of station that has the reflector with the aerial which can be turned round by a machine in the same way as a searchlight. Where there is a revolving beam, if you want to transmit to a certain country you direct the beam towards that country."

"The results," Senator Marconi said in reply to further questions, "will be very important if the tests are successful."

He admitted that a consequence might be that with a revolving apparatus fewer beam stations would be necessary, but explained that stations which have good traffic, like America and India, are so busy with their own corresponding stations that there is no time to turn them round. The revolving station would be more for countries which have not heavy traffic. "They would be useful for emergency communications. They might also be good from the naval point of view. If it was desired to communicate with fleets or ships in certain parts of the world the transmitting reflector would be turned towards the positions in which the ships were supposed to be."

All Kinds Of Ranges.

"It may be possible with a small installation to do very good service. In the experiments the transmitting station will be Poldhu, in Cornwall, and the receiving will be done on the "Elettra," which may be in the Atlantic, or in the Bay, or in the Mediterranean."

As to his proposed experiments in wave lengths, Senator Marconi said: "We are going to try all kinds of ranges in wave lengths. We expect to get some useful information."

NEW WIRELESS APPARATUS.

A new wireless apparatus was used by Lieut. Jouy during a test flight of 375 miles. He remained in wireless conversation with half a dozen radio stations, and experts say that the apparatus will be of the greatest importance to aviation.

WIRELESS AIDS.

NEW DIRECTION-FINDING STATION.

The Calcutta Port Commissioners have had under consideration for some time the question of the provision of wireless direction-finding stations for the port of Calcutta, and it is understood that recently important decisions have been reached in regard to the selection of sites for the proposed stations. The Bengal Chamber of Commerce has been in correspondence with the Port Commissioners regarding the temporary direction-finding station at Chingrikhal, which station was established for the purpose of experimenting with wireless direction instructions to incoming vessels, its cost being borne by the Port Commissioners. In regard to the selection of a suitable site for the second station necessary to give a complete service, it was pointed out that difficulty was being experienced in obtaining a site where the wireless signals would be unaffected by cyclonic and other influences.

The Chamber has now been informed by the Port Commissioners that it was decided to abandon the Chingrikhal station after March 31. The Commissioners understand that the Government of India have already sanctioned the reconstruction of the Calcutta wireless station on up-to-date lines and that this work involves a separate receiving station which will include direction-finding apparatus; it is proposed to locate the receiving station at Tollygunge. As regards the second direction-finding station it is understood that the Director-General, Posts and Telegraphs, intends to carry out preliminary trials in the district of Cuttack before deciding upon a site. The Commissioners have explained to the Chamber that it is not their intention to reduce the number of light-vessels immediately two stations are available and ships can obtain cross bearings, and that they will certainly wait until experience has proved that the light-vessels are unnecessary.

PLAYS CRITICISED.

COMPLAINT OF THEATRE MANAGERS.

The question of wireless criticism of plays is once again before the theatre managers of London. Sir John Reith, director-general of the British Broadcasting Corporation, made certain promises to the West End Managers' Association some months ago, after there had been complaints that, in their fortnightly talks on the theatre plays had been adversely criticised in the hearing of millions of wireless listeners. Managers complained that the theatres regarded wireless as one of their chief competitors, and that no dramatic critic had been invited from the B.B.C.

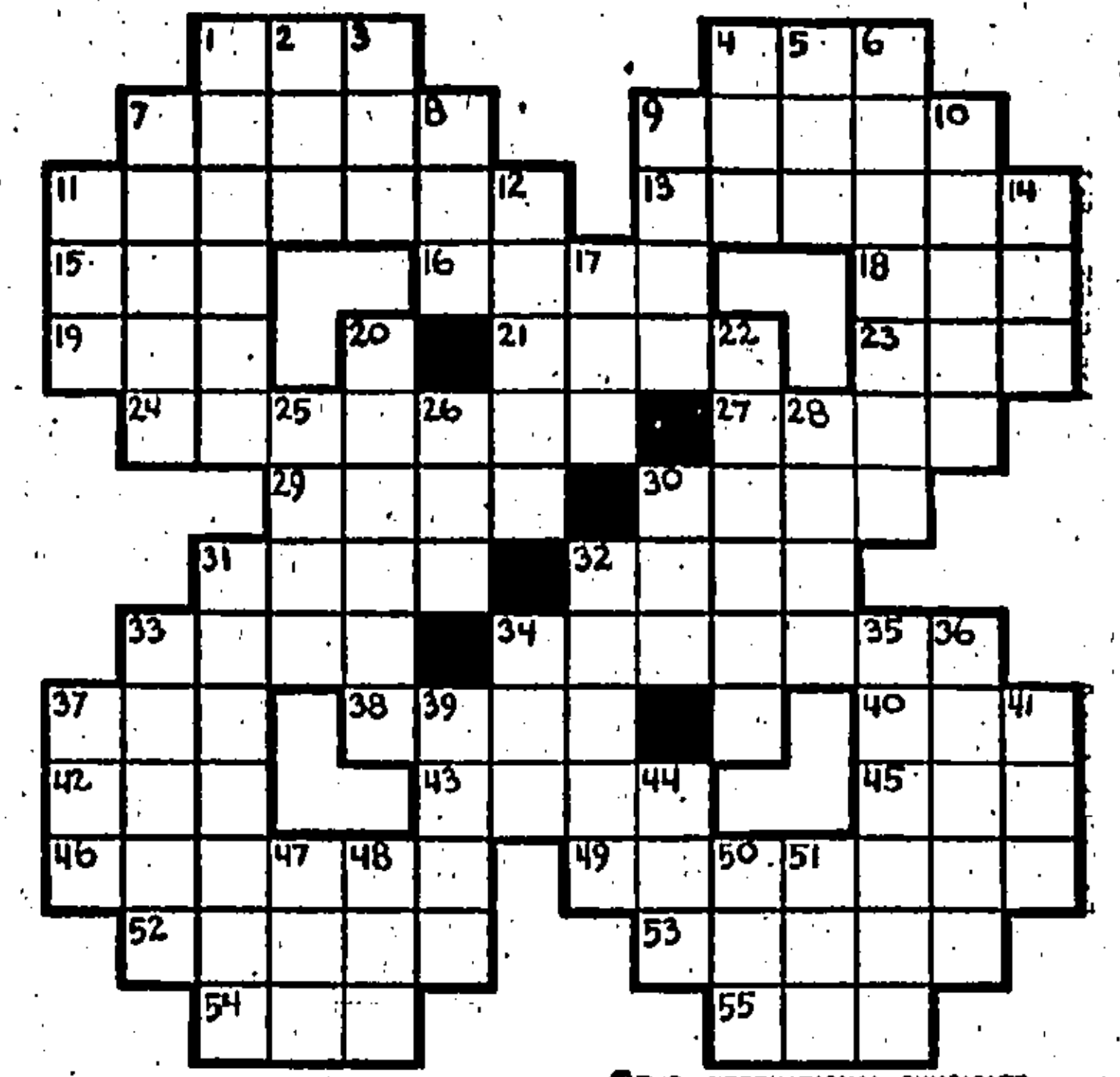
Theatre managers were told by wireless enthusiasts that the dramatic critic of the British Broadcasting Corporation had broadcast the statement that there were no good actors in London, and had therefore advised people to go to see the Moscow Art Theatre company for a lesson in acting, while a musical critic, speaking on the wireless, was said to have accused the orchestra of one of the leading music halls of being "the worst orchestra in London."

"We do not take a shorthand note of what is said on the wireless," said Mr. Horace Collins, the secretary of the West End Managers' Association, "but theatre managers frequently hear from their patrons of adverse criticisms they have heard."

"One of the chief causes of complaint is that musical comedies, which will go on tour eventually are 'dated' when they are first produced in London. This is greatly to the detriment of provincial theatre owners."

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE.

HORIZONTAL

- 1-Ocean
- 4-Girl's name
- 7-To employ, as time
- 9-In ancient Greece what was the marketplace called?
- 11-What was the old Roman name for southern part of Scandinavia?
- 13-A mountain chain in N. E. France
- 15-Owned
- 16-What famous seaport in Syria was besieged by Crusaders in 1191?
- 18-Anger
- 19-Sooner than
- 21-What English explorer discovered the north magnetic pole?
- 23-Wine (French)
- 24-Partaining to the mind
- 27-An American Indian
- 29-Scrubbed
- 30-Greek god of war
- 31-Same as "thunder"
- 32-Greek god of love

HORIZONTAL (Cont.)

- 33-Man's name
- 34-What is the commercial name of zinc?
- 37-High (Mus.)
- 38-Playing card (pl.)
- 40-No
- 42-A varnish gum
- 43-The smallest particle of matter
- 45-Give (Scott.)
- 46-A squared stone
- 49-What is a substance used to set colors in dyeing?
- 52-On what river is the capital of France?
- 53-Icebergs
- 54-To allow
- 55-To linge

VERTICAL

- 1-A suit in cards
- 2-Even (poet)
- 3-Conjunction
- 4-In the past
- 6-What are Greeks sometimes called?
- 7-A steep slope
- 8-Prefix. Through
- 9-The birds (Latin)
- 10-An eagle's nest

VERTICAL (Cont.)

- 11-Personal pronoun
- 12-Bitter
- 14-A member of Congress (abbr.)
- 17-A fabulous bird
- 20-Six-headed sea-monster
- 22-A roll of parchment
- 25-A time-period
- 26-To shut in
- 28-Absence of activity
- 30-Exist
- 31-An implement for cleaning flax
- 32-What town in S. E. England is famous for its race course?
- 33-A kind
- 34-Determined
- 35-To occupy or engross
- 36-Showers
- 37-A wing-like part
- 38-Solitude
- 41-Nevertheless
- 44-Disorderly crowd
- 47-A golf term (abbr.)
- 48-Entomology
- 50-A color
- 51-To evaporate

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

WIRELESS AS A CURE.

NEW TREATMENT FOR PARALYSIS.

New York.—Electrical science once again promises to lend its aid to the world of medicine.

Two American scientists are testing the value of short wavelength wireless broadcasting apparatus as a cure for general paralysis. The bacilli of this disease cannot live when the blood is at a high temperature, and previous treatments, notably by Dr. Wagner von Jauregg, of Vienna, have been made by injecting malaria germs into the blood of the patient, the intention being to kill the bacilli of the particular form of paralysis.

This treatment, however, is very difficult to control. With the new treatment the blood temperature can be raised and properly controlled at the same time.

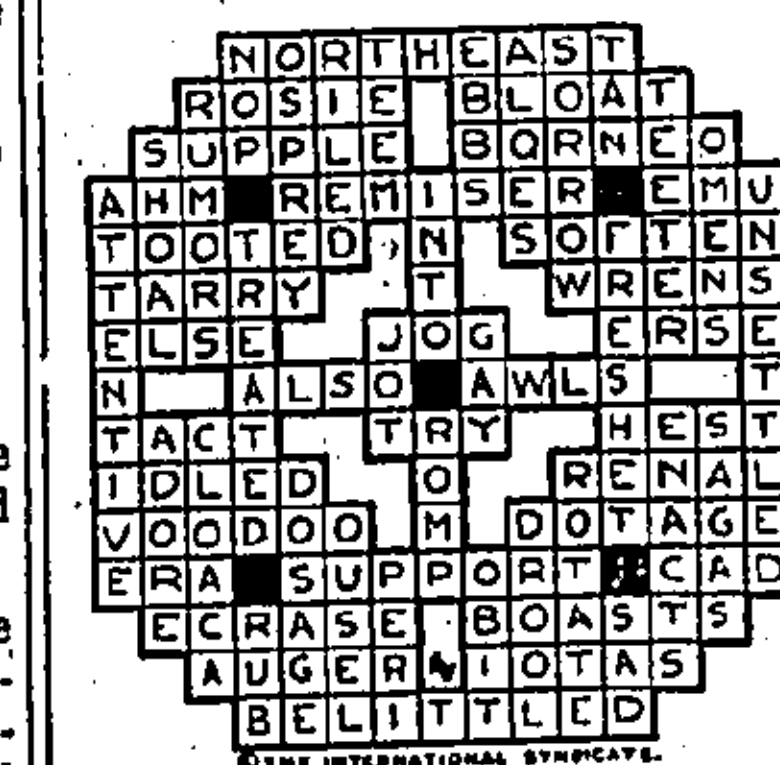
Accidental Discovery.
The discovery came accidentally. It was noticed that men working in the General Electric Company's works became faint and ill when they were operating six-metre wireless sets.

The heating effect of the waves was tested with a solution, and the discovery made that a six-metre wave-length apparatus gave sufficient results.

It is believed that a high temperature can be produced locally upon the skin with this new apparatus.

Scientists are careful in their statements regarding the medical value of this treatment, but the Rockefeller Institute is now experimenting with it.

YESTERDAY'S SOLUTION.



WIRELESS IN INDIA.

MARKET WHERE 1,500,000 SETS COULD BE SOLD.

A vast new field for British industry is lying fallow in India, according to Mr. Dunstan, general manager of the Indian Broadcasting Company, who addressed the Radio Manufacturers' Association on "Broadcasting in India," at the Hotel Cecil, London, recently.

Mr. Dunstan, who is visiting England on business, said: "There lies in the General Electric Company's population of over 300,000,000, works became faint and ill when they were operating six-metre wireless sets."

The heating effect of the waves was tested with a solution, and the discovery made that a six-metre wave-length apparatus gave sufficient results.

It is believed that a high temperature can be produced locally upon the skin with this new apparatus.

Scientists are careful in their statements regarding the medical value of this treatment, but the Rockefeller Institute is now experimenting with it.

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LANCASHIRE TO-DAY

STILL A GOING CONCERN.

INDUSTRIAL PEACE.

The good fortune of the fine-spinning section of the cotton industry and the misfortunes of the coarse-spinning were among the chief subjects commented upon by Mr. Herbert W. Lee, chairman of the Fine Cotton Spinners and Doublers Association, Ltd., at the annual meeting of the shareholders of the Association in the Memorial Hall, Manchester, on May 25.

In the history of the Association, he said, there were only two years in which this year's exceptionally good profit had been exceeded. It was not the result of any boom in trade, but was attributable to a variety of causes. They had had peace generally in industry during the past year throughout all the market with which they dealt. They had had the trend of fashion rather more in their favour than had been the case for some years in the past, with the consequence that although they had had to work hard for their orders they had been able to obtain sufficient weight to keep their machinery well employed. And, in addition, they had had throughout the year a rising market.

In analysing the accounts in considerable detail Mr. Lee pointed out that with the £30,000 now recommended to be placed to the credit of the welfare fund for the work-people the total amount so devoted would be brought up to £100,000, and said that in the view of the directors this fund and the pension fund were among the best investments that could be made for the general welfare of the Association. In some references to the subsidiary companies, he said the mills in France had again given exceedingly good returns, and although at the moment the trade in France was not as good as it had been, they found no such falling-off there as was experienced in England, and there seemed to be every reason for expecting that they would continue to contribute their full share to the profits. On the other hand, the cotton plantations in America had been so extensively damaged by the Mississippi floods that it had been considered desirable to write off a sum of £150,000 from the year's profits.

ARTIFICIAL SILK.

Dealing with the subject of artificial silk, the Chairman said the directors were convinced that this material was bound to play an important part in their future trade, and would more and more come into relation with cotton in the manufacture of dress goods. The whole question was not whether they would use it, but whether they should themselves manufacture it or buy what they required. There was something to be said for both points of view. The manufacture in some cases had been profitable, but it could not be started as simply a little adjunct to the Association. It was a different trade entirely from cotton-spinning. It required the knowledge and training of the chemist, and to obtain and to pay for that knowledge to manufacture on a scale that would command success a concern of a few hundred thousand pounds would be quite inadequate.

It would be necessary to install a very expensive plant, running all the risks of obsolescence of machinery and all the risks that attended the development of what was a new and unsettled industry. Another difficulty was that there were three or four sorts of artificial silk, all with properties and characteristics of their own. They would have to choose one of those, and their production would be useful only in so far as they could use that particular style. For the present, therefore, they had decided to regard artificial silk as a raw product, to be bought in the same way as cotton, without being tied to one concern or to one style of material.

TRADE PROSPECTS.

Turning to the prospects of trade, Mr. Lee said he approached them with great reserve, because it seemed to him they were having a great deal more discussion in public upon the subject than was to the advantage of the industry. (Hear, hear.) Articles appeared in trade journals and newspapers on the decay of the Lancashire trade, on its inability to compete in world markets, and were copied into foreign papers, encouraging our competitors and leading our customers to think that Lancashire was a spent force and that they must look elsewhere for their future supplies. In this way, he was sure, they were greatly adding to the difficulties of their trading. (Hear, hear.) Taking the gen-

eral bread-and-cheese trade, it might be quite true that there were some lines in which they might come in competition with the labour of the East, which they must make up their minds to let go, because to retain them would necessitate cuts in wages and increases in the hours of labour to an extent that none of them would contemplate. But this, he was convinced, did not apply to the bulk of the trade.

It was not true, he continued, that the trade was making no serious effort to meet the difficulty. They might have been a little late in doing so, but during the past year every section of the trade had seriously put their minds to work to see how the necessary cheapening of the ultimate prices of cotton textiles could be achieved. The Government had promised valuable help in rates, the spinners had shown a willingness to co-operate. The railways had at last put in their contribution; the merchants and shippers had been studying the problem with a view to helping in surmounting the difficulty; and the spinning trade in American sections was daily considering the situation.

"Our colleagues in this coarse spinning trade," Mr. Lee continued, "seem to have come in for the greater part of the public condemnation that has been heaped on the trade, but it must be remembered that they have a most difficult problem to grapple with, rendered the more difficult by the financial muddle into which a part of their trade has been plunged by gentlemen no longer connected with it. We do not approve of every proposal they have made, but I am sure they deserve the sympathy and any help that can be given by those of us who are in more fortunate circumstances."

"The effort to make larger groups of the trade seems to go in the right direction, and if any help can be given from those of us who have had thirty years' experience of working on these lines it will not be withheld. (Hear, hear.) The readjustment in the finance of the trade will have to be made. If it cannot be done by agreement the relentless force of economic law will come in, and the survival of the fittest will settle the question. I do not find that the work-people's representatives have as yet given any help even in the minor points such as the rearrangement of cleaning and other technical matters that are hampering operations in the mills, but I do not doubt that in the end they will do so. I am quite convinced that if all the forces of the trade pull together, and especially when peace obtains in China and Russia is re-opened for trade, there is very little fear of the loss of the bulk of what we call the Lancashire trade." (Cheers.)

EGYPTIAN COTTON DEAR.

Speaking finally of their own section of the trade, Mr. Lee said they were fortunate in not having as yet to compete in any great measure with the East, but they had their own particular difficulties to face. Quite apart from the competition they experienced and which they felt confident they could surmount, they were affected by the fashion of the hour. At the moment trade was not good. They ran into April well, and then experienced a great reduction in demand, and he thought the great increase in the price of Egyptian cotton had had something to do with this. The material now stood at a level that was not justified by the figures of supply and demand which usually governed it, and the difference between American and Egyptian cotton was far too great. Buyers had had such disastrous experiences in the past, brought about by the fall of values, that they were afraid to operate; and until it was clear that either prices were likely to be maintained or fell to the limit that gave the market confidence he was afraid business would remain restricted. He believed also that the unfortunate negotiations on the subject of wages had had a most unsettling and bad effect on trade in textiles.

Colonel R. W. D. Philips Brocklehurst, in seconding the adoption of the report, complained that of late there had been a serious deterioration in the quality of Egyptian cotton, which probably started not so long ago, when there was admittedly an admixture of seed on such a considerable scale that it was impossible not to come to the conclusion that it was intentional.

Mr. William Howarth, managing director, explained that the Egyptian Government had undertaken to make a careful survey of the seed that was now being planted, and he expected that an improvement would result. On the other hand, in Egypt they were a long way behind what had been accomplished in the Sudan. A dividend making a total distribution of 15 per cent. on the ordinary shares for the year was declared, and the retiring directors and auditors were re-elected. —"Manchester Guardian."

BEADLE ADAMS.

DEATH OF OLD TIME FUNCTIONARY.

ELY PLACE GUARDIAN.

By the death of Frederick Adams, senior beadle of Ely-place, Charterhouse-street, Holborn, E.C., many old memories are revived. Until the war period Beadle Adams not only crled the hours in Ely-place from ten p.m. to five a.m., but he also added a statement as to the weather at the moment, such as "One o'clock and a fine night." An old artilleryman and a widower, Adams had for thirty years carried out this duty. He is succeeded by Mr. Dykes, who, starting at ten o'clock recently (says a writer in a home paper to hand), will now call the hours.

Ely-place, now a precinct to itself, used to be part of Cambridge-shire, owing allegiance to the Diocese of Ely. It dates back to the thirteenth century, when Bishop Kirby, who died in 1290, bequeathed, to his episcopal successors a messuage and nine cottages in Holborn. One of his successors, said to be William de Luda, built a chapel on the site, and dedicated it to St. Etheldreda. Bishop Hotham, who died in 1336, added a garden, orchard, and vineyard. Ely Garden was at one time celebrated for its flowers and fruit, and particularly its strawberries.

Ely-place was occupied by many notable vicissitudes, and ultimately its grounds became Hatton Garden, Great and Little Kirby-street, Charles-street, Cross-street, Hatton wall, and Ely-place, its old buildings, with the exception of the chapel, all disappearing.

In more recent times it was a sort of Crown Colony, administering its own affairs in matters such as rating and lighting. Within the past twenty or thirty years, under a Local Government Act, it was swept into the larger net of the metropolis. But it retained some of its ancient privileges. Its gates are closed regularly at ten p.m., and, as already stated, the watchman, or senior beadle, calls the hours till five a.m.

Although Ely-place opens on a great City thoroughfare, a City policeman may not enter the precinct unless requested to do so by a qualified authority, which in this case is the watchman or beadle.

A suspected criminal, bolting through the gates of Ely-place, could not be followed by the police or the Flying Squad unless they were asked to enter by the beadle.

The chapel of St. Etheldreda, while a modern building, is believed to have been built on the crypt and foundations laid by William de Luda. It was acquired in 1874 by the Roman Catholic Fathers of Charity, who restored it, and it was re-opened on St. Etheldreda's Day, June 23, 1879, the late Cardinal Manning officiating at the ceremony. Ely-place possesses many offices and a school, and its only residents are the Fathers of Charity and caretakers.



HER RESPONSIBILITY.

Her children is a never-ending source of joy and a never-failing responsibility to the fond mother. It not infrequently happens that minor ailments of the child distress and puzzle her; she does not know just what to do, yet feels them not serious enough to warrant calling in the doctor. At just such times as these it is that Baby's Own Tablets are found to be mother's greatest help and friend.

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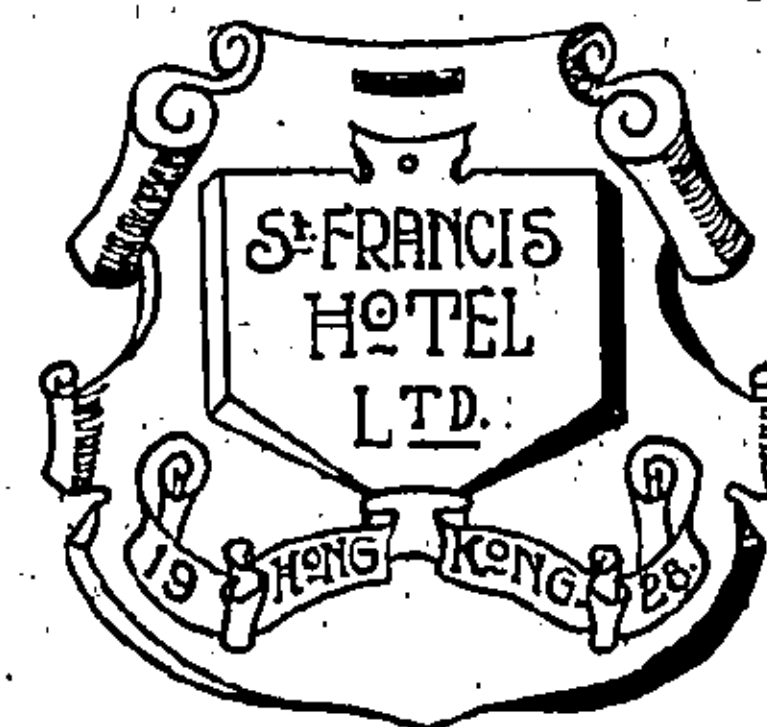
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China Mail

ESTABLISHED
1845

HONG KONG, TUESDAY, JULY, 10, 1928.

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POST OFFICE NOTICE.

Commencing 12th June the radio telegraphic rate between Hong Kong and Canton is reduced to 0 cents (Hong Kong currency), per word. No charges will be payable by addressees at either end.

INWARD MAILS.

From	Per
Shanghai and Amoy	MONDAY, JULY 9.
Shanghai and Swatow	WEDNESDAY, JULY 11.
Straits	FRIDAY, JULY 13.
Europe via Negapatam (Letter only, London 14th June)	SUNDAY, JULY 15.
Manila	MONDAY, JULY 16.
U.S.A., Honolulu, Japan and Shanghai	THURSDAY, JULY 19.
Australia and Manila	Mishima Maru

OUTWARD MAILS.

For	Per
Macao	TUESDAY, JULY 10.
Swatow, Amoy and Foochow	CHUEN CHOW 3.15 p.m.
Manila	HAI HONG 3.30 p.m.
Sam Shui and Wuchow	EMPEROR OF ASIA 3.30 p.m.
Saigon	ANJOU 4 p.m.
Amoy	CLARA JENSEN 4.30 p.m.
Manila	TALMA 5 p.m.
	BELLINGHAM 5 p.m.
	WEDNESDAY, JULY 11.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 8th Aug. K.P.O. Registration 9 a.m. Letters 10 a.m. G.P.O. Registration 9.45 a.m. Letters 10.30 a.m.	Hector 12.30 p.m.
Swatow and Amoy	Cromer 2.30 p.m.
Java via Batavia	Tjisaroes 2.30 p.m.
Fort, Bayard, Hoihow, Pakhol and Haiphong	Hanoi 5 p.m.
	THURSDAY, JULY 12.
Japan	Ginyo Maru 10.30 a.m.
Amoy, Formosa via Swatow	Deli Maru 10.30 a.m.
Swatow	Hydrangea 2.30 p.m.
Tourane	Chung Kong 3.30 p.m.
Amoy	Ho Sang 5 p.m.
	FRIDAY, JULY 13.
Japan and *Victoria, E.C.	Protestant 10.30 a.m.
Swatow, Amoy and Foochow	Hai Ning 2 p.m.
Shanghai and Europe via Siberia	Suiyang 6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 13th Aug. K.P.O. Registration 4.30 p.m. Letters (July 14th) 9 a.m. G.P.O. Registration 8.45 a.m. Letters (July 14th) 9.30 a.m.	Kamo Maru

*Correspondence bearing vessel's name only.

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ITALIA'S CREW STILL MAROONED.

SWEDISH REPORT.

LEADER'S STATEMENT ON WHAT IS BEING DONE.

WALKING PARTY PERISH.

Stockholm, Yesterday. The leader of the Swedish Relief Expedition looking for the "Italia's" crew telegraphs that the members of Viglieri's party (from which Nobile was rescued) are depressed and ill but are provisioned for three months.

The landing of light aeroplanes in their vicinity will only be possible when the temperature is below freezing point but in any case such landing would be very dangerous as the weather is at present often at its warmest.

No trace has been found of the Mariano's walking party, which had provisions for another week but no weapons or snow-shoes. They are supposed to have perished.

The Russian icebreaker "Krasin" last night was 25 knots from Viglieri's party. It is now hoped that the "Krasin" will reach them.

The Swedish leader proposes to send back the Swedish giant seaplane upland, as the remaining Swedish naval seaplane must be overhauled. The Italian seaplanes have returned to King's Bay for overhaul.—Reuter.

TRAFFIC OFFENCES.

MOTOR-CAR DRIVERS BEFORE THE MAGISTRATE.

Obstruction and loitering. Remarking that he did not think that defendant was a proper person to hold a driver's licence, Major C. Willson, O.B.E., this morning imposed fines totalling \$40 on Chan Yuk-chong who was prosecuted by three different police constables for three traffic offences. His Worship added that defendant already had five previous convictions.

Sergeant Roberts agreed with the Magistrate's remarks, and promised to refer the matter to Sub-Inspector Alexander of the Traffic Department.

At the instance of Serg. Roberts the defendant was charged with speeding along Bonham-road on June 22 at three o'clock in the afternoon. He explained that he was testing the driver of a car and when near the Alice Memorial Hospital the defendant came round a corner at a speed of about 25 miles an hour. It was the day of the Dragon Boat Festival and cars were rushing back to the stands in order to get as many fares as possible. The defendant admitted the offence and was fined \$20.

The defendant was further charged with obstruction in Des Voeux-road Central on June 21, which he denied.

An Indian constable said that he saw the defendant's car shortly before 10 a.m. parking outside the Empress Hotel. There was also another car there but when witness approached the spot the car moved away but the defendant's car remained. On reaching the car witness saw a boy sitting in the driver's seat, who said that the driver was taking tea. Witness told the boy to fetch the driver and he brought the defendant who, when asked, denied that he was the driver of the car.

Witness then walked a short way along Morrison-street and hid himself, keeping an eye on the car. When he had disappeared the defendant entered the car and was about to drive away when witness rushed back and asked the defendant for his licence.

A fine of \$10 was imposed.

Loitering. An Indian constable charged the defendant with loitering in the vicinity of Ice House-street and Des Voeux-road Central on June 22 at 11th time.

Witness said that he warned the defendant after the car had passed twice but he took no notice of the warning and came along for the third time.

The defendant, in denying the charge, said he had only driven the car for 19 days and he was not sure whether he was driving the car on that particular occasion.

Major Willson pointed out that the Indian constable had seen him (defendant) three times. A fine of \$10 was imposed.

THE GOOD REPUTE OF BRITAIN.

LABOUR OPINION.

WHY U. S. A. PEACE PACT NOTE NOT ANSWERED.

THE DOMINIONS.

London, Yesterday. In the House of Commons, in reply to questions, Sir A. Chamberlain said that everything had been done to hasten the Government's reply to the latest American peace pact note.

As regards the Labour suggestion that the good repute of Britain was suffering by the Government's procrastination, Sir A. Chamberlain contended it was more important that the Government should be careful when undertaking new engagements and not break old ones than to proceed without reference to the serious nature of the questions involved.

Col. Wedgwood said the Dominions were prepared to sign without reservations.

Sir A. Chamberlain replied that consultations with the Dominions were not completed. He had not been fully informed as to their attitude and it was impossible to give approximate date of the signature.—Reuter.

NANKING MANDATE.

PROCEDURE PENDING NEW TREATIES.

FOREIGNERS' TAXES.

Nanking, Yesterday. The Nationalist Government Council has issued a mandate in which it proclaimed seven regulations governing the modus vivendi during the interim between the expiration of the old and the conclusion of new treaties between China and foreign countries. In brief, these are:—

- 1.—the regulations shall apply only to the countries and their nationals whose treaties with China have already expired and with whom new treaties have not yet been concluded.
- 2.—all Diplomatic officials and Consular officials shall be entitled to proper treatment in accordance with the international law.
- 3.—the persons and properties of foreigners in China shall receive due protection under Chinese law.
- 4.—foreigners shall be subject to the regulations of Chinese law and the jurisdiction of the Chinese law courts.
- 5.—pending the enforcement of the national tariff schedule the regular Customs duties on imports into China from foreign countries, or by foreigners, and on exports from China to foreign countries, shall be collected in accordance with the existing tariff schedule.
- 6.—all taxes and duties payable by Chinese citizens shall be payable equally by foreigners.
- 7.—matters not provided for in the foregoing shall be dealt with in accordance with international law and Chinese municipal law.

—Reuter.

Italy's Position.

Peking, Yesterday. The Italian Minister, Sig. H. E. D. Vare, interviewed by Reuter, stated that he had not yet received the Note from the Nanking Government in regard to the expired treaty between China and Italy, but when he received it he would forward it immediately to Rome.

Sig. Vare pointed out that Italy had already expressed her willingness, in principle, to consider treaty revision, and he had made this clear, but Italy was not prepared to admit that the existing treaty had lapsed on June 30, in consequence of the declaration to that effect by the Nationalist Government.

Italy would maintain her legal position. He declared:—"There is nothing in Article 26 of the Treaty of October, 1866 to justify the view that the Treaty is no longer in force. Only the commercial clauses are liable to be revised."

"It is improbable that Italy will accept at any time a position of inferiority to any other Power having interests in China."

Japanese Treaty.

An official of the Japanese Legation stated that Japan came under the second section of the Nationalist Government's declaration of July 7, for although Japan's Treaty expired in October, 1926, Article 26 states that either party must demand revision and the revision must be completed within six months from the date of expiration, otherwise the terms of the original Treaty will remain in force for a further ten years. The Sino-Japanese Treaty is peculiar in this respect, no others placing a time limit for the completion of revision, although the Belgian Treaty provides that only Belgium has the right to demand the alteration of the provisions of the Treaty. It will be remembered that Japan has had several extensions since the expiration, the last of which expires on July 20.

THRILLING MOTOR-BOAT FIRE.

AT OYSTER BAY.

AN ACTRESS-DANCER AND MILLIONAIRE.

LUCKY ESCAPE.

Oyster Bay, Yesterday. The actress and dancer, Adele Astaire, was about to start on a motor-boat trip with William Leeds, American millionaire, when the boat caught fire.

The flames swept the decks. Leeds picked up Miss Astaire and threw her on to the quay, and he himself jumped out and pushed the boat clear.

A few seconds later a terrific explosion aboard wrecked the boat, which was burned down. Miss Astaire and Leeds were severely but not dangerously burned.

The accident was witnessed by Leeds' wife, who was the ex-Russian Princess Xenia and by Adele's brother, Fred, with whom she is about to re-appear on the stage in London, where she formerly scored a triumph.—Reuter's American Service.

CHEUNG CHAU.

PERSONAL NOTES FROM THE ISLAND.

HOUSES FILLING UP.

To go back to the Dragon Boat race may seem like ancient history, but great interest was shown in the efforts of the rival crews, of the local boats, the two piers and small craft being black with people who loudly cheered as the paddlers strained every muscle to gain the coveted first place.

After a considerable gap, the English Sunday service was re-started, being conducted by Rev. A. H. Bray, who preached a thoughtful sermon on the question of Christ to Peter, "Lovest thou Me?"

Announcement was made of the forthcoming Missionary conference, to be held from August 12 to 19 and regret was expressed that Mrs. Goforth, who was to have taken a considerable part in the meetings, would be unable to do so on account of illness.

The houses are beginning to fill up but some of those who have come will, we are sorry to say, soon be leaving.

The Rev. and Mrs. Oldfield have already gone to Chefoo. After picking up their young folks the family will make their way to Canada, possibly via Siberia. Dr. J. Kirk and family will soon be leaving for England.

Rev. and Mrs. McKenzie and David will sail next week for their home in New Zealand. Our old friend, Mr. Davies, we grieve to hear, is seriously ill in Matilda Hospital, but we hope will soon be able to get up to Chefoo for a thorough rest and change.

Many of our former visitors have responded to the lure of Bagulo this year and will not be with us. Several picnic parties have recently had enjoyable outings on the Island. Good progress is being made with the new school building; the walls of the first storey are nearing completion. We welcome our old friend, Capt. J. Larsen, who is retiring from s.s. "Chung On" on the Wuchow run; his crew gave him a rousing farewell.—Our Own Correspondent.

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Interviewed by Reuter, Mr. Yoshizawa said that he had not received the Note from the Nationalist Government on the subject and he declined to make any statement regarding Japan's attitude in the event that the Treaty should be denounced on July 20.—Reuter.

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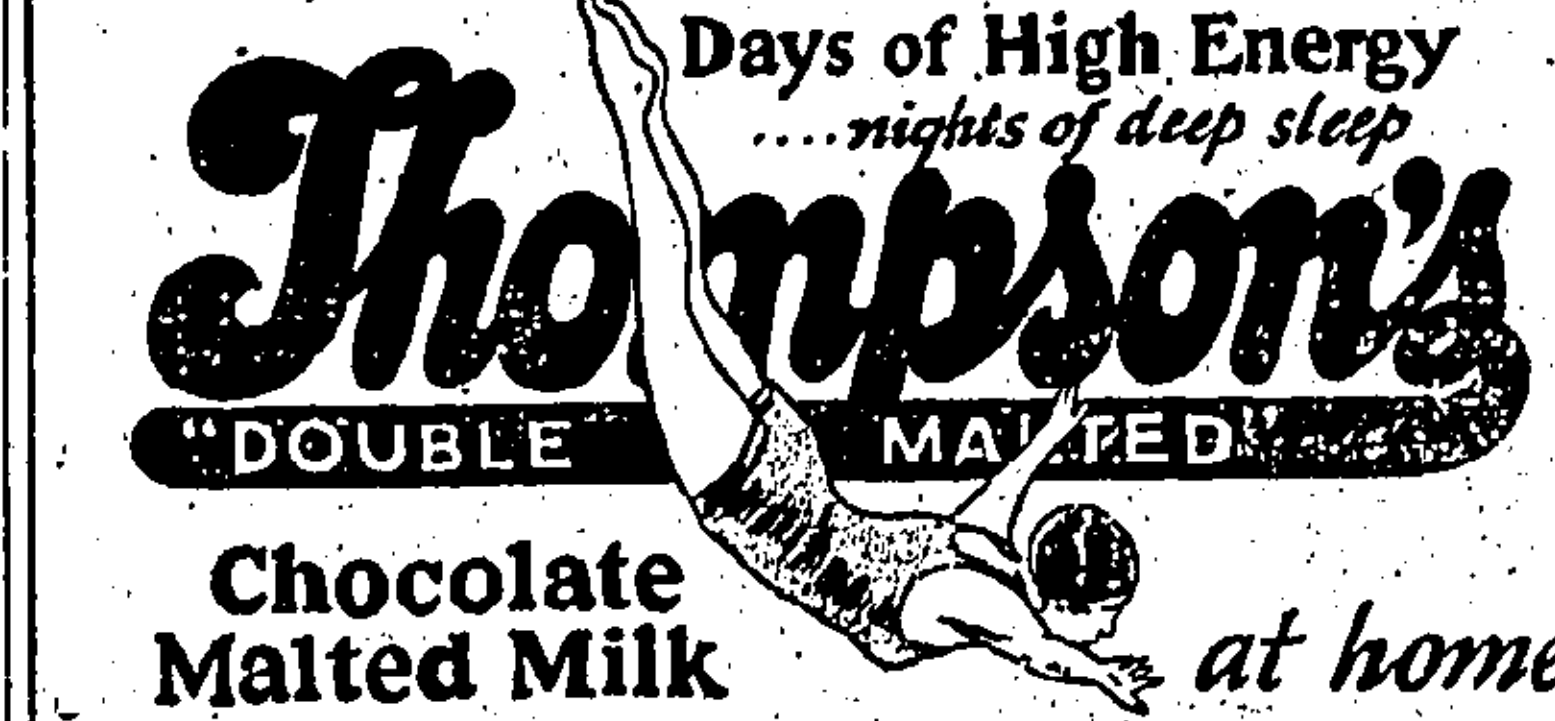
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